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SAUCE.

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No. 20,439 號九百四百零二第 日一廿月一十年亥癸 HONGKONG, FRIDAY, DECEMBER 28TH, 1923. 五期禮 號八廿月二十年二十國民華中 PRICE, \$3 PER MONTH

## INTIMATIONS

A NEW SPECIALITY  
BASS LIGHT  
SPARKLING ALE  
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## PEAK TRAMWAYS CO.,

LIMITED.

### TIME-TABLE

WEEK-DAYS		SUNDAYS	
7.00 a.m.	7.10 a.m.	7.00 a.m.	7.10 a.m.
7.30 " " 8.00 " "	every 15 minutes	7.30 " " 8.00 " "	every 15 minutes
8.00 " " 8.30 " "	10 " "	8.00 " " 8.30 " "	10 " "
8.30 " " 8.47 " "	Non Stop	8.30 " " 8.47 " "	Non Stop
8.47 " " 8.54 " "	Stopping	8.47 " " 8.54 " "	Stopping
8.54 " " 9.04 " "	Non Stop	8.54 " " 9.04 " "	Non Stop
9.04 " " 9.11 " "	Stopping	9.04 " " 9.11 " "	Stopping
9.11 " " 9.20 " "	Non Stop	9.11 " " 9.20 " "	Non Stop
9.20 " " 9.30 a.m.	Stopping	9.20 " " 9.30 a.m.	Stopping
9.30 a.m. to 1.00 p.m.	every 10 minutes	9.30 a.m. to 1.00 p.m.	every 10 minutes
11.30 " " 12.30 p.m.	15 " "	11.30 " " 12.30 p.m.	15 " "
12.30 " " 12.40 " "	Non Stop	12.30 " " 12.40 " "	Non Stop
12.40 " " 12.47 " "	Stopping	12.40 " " 12.47 " "	Stopping
12.47 " " 12.57 " "	Non Stop	12.47 " " 12.57 " "	Non Stop
12.57 " " 1.04 " "	Stopping	12.57 " " 1.04 " "	Stopping
1.04 " " 1.13 " "	Non Stop	1.04 " " 1.13 " "	Non Stop
1.13 " " 1.20 " "	Stopping	1.13 " " 1.20 " "	Stopping
1.20 p.m. to 4.00 p.m.	every 10 minutes	1.20 p.m. to 4.00 p.m.	every 10 minutes
4.00 " " 4.30 " "	15 " "	4.00 " " 4.30 " "	15 " "
4.30 " " 4.40 " "	Non Stop	4.30 " " 4.40 " "	Non Stop
4.40 " " 4.47 " "	Stopping	4.40 " " 4.47 " "	Stopping
4.47 " " 4.57 " "	Non Stop	4.47 " " 4.57 " "	Non Stop
4.57 " " 5.04 " "	Stopping	4.57 " " 5.04 " "	Stopping
5.04 " " 5.13 " "	Non Stop	5.04 " " 5.13 " "	Non Stop
5.13 " " 5.20 " "	Stopping	5.13 " " 5.20 " "	Stopping
5.20 " " 5.30 p.m.	Non Stop	5.20 " " 5.30 p.m.	Non Stop
5.30 " " 5.47 " "	Stopping	5.30 " " 5.47 " "	Stopping
5.47 " " 5.54 " "	Non Stop	5.47 " " 5.54 " "	Non Stop
5.54 " " 6.04 " "	Stopping	5.54 " " 6.04 " "	Stopping
6.04 " " 6.13 " "	Non Stop	6.04 " " 6.13 " "	Non Stop
6.13 " " 6.20 " "	Stopping	6.13 " " 6.20 " "	Stopping
6.20 " " 6.30 p.m.	Non Stop	6.20 " " 6.30 p.m.	Non Stop

### SUNDAYS

7.00 a.m.	7.10 a.m.	every 15 minutes
7.30 " " 8.00 " "	10 " "	Stopping
8.00 " " 8.30 " "	15 " "	Stopping
8.30 " " 8.47 " "	10 " "	Non Stop
8.47 " " 8.54 " "	15 " "	Non Stop
8.54 " " 9.04 " "	10 " "	Non Stop
9.04 " " 9.11 " "	15 " "	Non Stop
9.11 " " 9.20 " "	10 " "	Non Stop
9.20 " " 9.30 p.m.	15 " "	Non Stop
9.30 " " 9.40 " "	10 " "	Non Stop
9.40 " " 9.47 " "	15 " "	Non Stop
9.47 " " 9.57 " "	10 " "	Non Stop
9.57 " " 1.04 " "	15 " "	Non Stop
1.04 " " 1.13 " "	10 " "	Non Stop
1.13 " " 1.20 " "	15 " "	Non Stop
1.20 " " 1.30 p.m.	10 " "	Non Stop
1.30 " " 1.47 " "	15 " "	Non Stop
1.47 " " 1.54 " "	10 " "	Non Stop
1.54 " " 2.04 " "	15 " "	Non Stop
2.04 " " 2.13 " "	10 " "	Non Stop
2.13 " " 2.20 " "	15 " "	Non Stop
2.20 " " 2.30 p.m.	10 " "	Non Stop
2.30 " " 2.47 " "	15 " "	Non Stop
2.47 " " 2.54 " "	10 " "	Non Stop
2.54 " " 3.04 " "	15 " "	Non Stop
3.04 " " 3.13 " "	10 " "	Non Stop
3.13 " " 3.20 " "	15 " "	Non Stop
3.20 " " 3.30 p.m.	10 " "	Non Stop

### SATURDAYS

Extra Car—12 midnight.  
NIGHT CARS—WEEKDAYS AND SUNDAYS  
8.00 p.m. to 9.00 p.m. every 30 minutes  
9.00 p.m. to 11.00 p.m. every 15 minutes  
11.00 p.m. to 1.00 a.m. every 15 minutes  
SPECIAL CARS  
STARRING AT THE COMPANY'S OFFICE  
ALEXANDRA BUILDING  
Hong Kong 1st June 1923.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....	6.41	7.10	8.35	9.15	10.28	12.00	1.18	4.34	5.37	7.09
Yau Ma Tei .....	6.51	7.18	8.45	9.25	10.38	12.09	1.27	4.43	5.47	7.20
Shatin .....	7.03	7.30	8.55	9.35	10.50	12.21	1.39	4.53	5.57	7.32
Tai Po .....	7.17	7.44	9.05	9.45	11.03	12.34	1.52	5.08	6.12	7.45
Tai Po Market .....	7.22	7.49	9.10	9.50	11.08	12.38	1.56	5.12	6.16	7.49
Fanling .....	7.33	7.60	9.21	10.01	11.19	12.48	2.06	5.23	6.27	7.59
Sheung Shui .....	7.38	7.65	9.26	10.06	11.24	12.53	2.10	5.27	6.31	8.03
Shum Chun .....	7.44	7.71	9.32	10.12	11.30	13.03	2.16	5.33	6.37	8.09
Shek Lung .....	7.44	7.71	9.32	10.12	11.30	13.03	2.16	5.33	6.37	8.09
Canton .....	7.44	7.71	9.32	10.12	11.30	13.03	2.16	5.33	6.37	8.09

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Shek Lung .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Shum Chun .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Tai Po .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Tai Po Market .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Fanling .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Sheung Shui .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Shatin .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Yau Ma Tei .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59
Kowloon .....	7.44	8.11	9.32	10.12	11.30	12.48	2.06	5.23	6.27	7.59

### SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Fanling .....	7.45	8.12	9.33	10.13	11.31	12.49	2.07	5.24	6.28	7.60
Shatin .....	7.45	8.12	9.33	10.13	11.31	12.49	2.07	5.24	6.28	7.60

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from  
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### IN TAIWAN (FORMOSA)

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### IN CHOSUN

Fusan — Fusan Station Hotel Kobe (Seoul) — Chosen Hotel Shingai — Shingai Station Hotel
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### IN MANCHURIA

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NEW YEAR'S Eve, December 31st

GRAND NEW YEAR CELEBRATION

## DINNER DANCE

Augmented Jazz Orchestra

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Late Car to the Peak—2.30 a.m.

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XMAS AND NEW YEAR CARDS

WITH LOCAL VIEWS

AND

TOYS.

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Begin to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from them at the following Reduced Rates—

**No. 1 HAMPER—\$35.**

- |   |                                       |
|---|---------------------------------------|
| 1 Qt. Moot & Chandon Dry Imp. Champagne.  | 1 Qt. Superb Tawny Port.              |
| 1 Qt. Blackberry Brandy.                  | 2 Qts. St. Julien Claret.             |
| 1 Pt. D.O.M.                              | 1 Qt. Old Brown Sherry R.S.           |
| 1 Qt. Martell's XXX Brandy.               | 1 Qt. D.C.L. Old Tom or Dry Gin.      |
| 2 Qts. King Geo. IV or Perfection Whisky. | 1 Qt. Burgoyne's Australian Burgundy. |
|   | 1 phial Pomeranian Bitters.           |

**No. 2 HAMPER—\$30.**

- |   |
|---|
| 1 Qt. Guillemet Champagne.                |
| 1 Pt. D.O.M.                              |
| 1 Qt. Burgoyne's Burgundy.                |
| 1 Qt. Martell's XXX Brandy.               |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 2 Qts. Tawny Dry Port.                    |
| 2 Qts. St. Julien Claret.                 |
| 1 Qt. D.C.L. Old Tom or Dry Gin.          |
| 1 Qt. Vio de Porto Sherry.                |
| 1 phial Pomeranian Bitters.               |

**No. 3 HAMPER—\$25.**

- |   |
|---|
| 1 Qt. Burgoyne's Burgundy.                |
| 1 Pt. G.F. Fippermint.                    |
| 1 Pt. D.O.M.                              |
| 2 Qts. Sup. R.O. Port.                    |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 1 Qt. Burgoyne's XXX Brandy.              |
| 1 Qt. Amontillado Sherry W.S.             |
| 2 Qts. Medoc Claret.                      |
| 1 Qt. D.C.L. Old Tom or Dry Gin.          |
| 1 phial Pomeranian Bitters.               |

Hampers of all Descriptions made up to suit Customers' Requirements.

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**THE PRESS AND THE  
EMPIRE.  
LORD BURNHAM'S REVIEW.  
SPIRIT OF INDEPENDENCE.**

"The Influence of the Press on the Development of Empire" was the subject of a paper read by Lord Burnham (of the Daily Telegraph) at a meeting of the Royal Colonial Institute on November 13th, Lord Milner presided.

Lord Burnham said that the freedom of the Press was distinctly British in its origin and in its extension throughout the British world, and without it British freedom would have no meaning and no guarantee. Whatever examples they might find in the archæology of the newspaper Press of early precedents, they were curious rather than useful to the right understanding of the subject. No doubt Herodotus in a sense was the father of journalism, just as he was the father of history, and Julius Cæsar was the first and best of war correspondents, especially in his model clearness and compression. Political placards had been found written on the walls of the holies of Pompeii, and the "Acta Diurna" were a Parliamentary journal of the earliest type. Yet for practical purposes, in appreciating the influence of the newspaper Press, not only in Great Britain, but throughout the English-speaking world, they need not go back far beyond the opening years of the 18th century and follow it through the series of "Post" and "Courants" which were published in quick succession, not only in London, but in other big towns and in the larger settlements across the seas.

**THE "SPECTATOR."**

The Great Revolution and the Protectorate gave birth to several papers, which lasted for sufficient time to merit the name, but he believed that the first daily newspaper published in London was the *London Post*, in 1704. The very date recalled the fact that from the first, the newspapers of the day had a literary quality, which had never been absent from English journalism. Addison, in the *Spectator*, and Richard Steele, in the *Tatler*, anticipated in many ways the periodicals and weeklies of our own time in the delightful essays on men and things, which were so distinctive and graceful a part of English letters. In the British Press of to-day there was not much of this sort of writing, and the light touch and pretty fancy of the English essay had almost vanished from our pages. Perhaps our reading public was of coarser stuff and preferred mysteries and what were called in the trade "human interest" stories, the "sob-stuff" of the American Press. He thought it was a pity, but "pity fits the true."

It was curious to note that both in the American Colonies and in Canada, so soon as we were there, the beginnings, and subsequent growth of the newspaper Press was very much on the same lines as in England. They were a spontaneous growth of national character and public requirements. They preserved the independent characteristics of their British model and they kept clear for the most part of Government connection and, at all events, of Government manipulation and mastery.

**JOHN WALTER THE SECOND.**

In Great Britain there was a censorship during the Great War, and he did not believe it would be possible to wage war under modern conditions without some sort of control, but its working was universally admitted to have been unsatisfactory and at times even ridiculous. It was the spirit of independence which had made the newspapers Press so great a power throughout the British Dominions, and bid fair to make it perhaps the greatest power in the democratic State. John Walter the second had succeeded his father in the control of *The Times* in 1803, and when he died, in 1867, the writer of the obituary in that paper could say of his career—

"Whilst other men found a refuge for intellectual weakness or moral instability in pledging their faith to a statesman, a party, a theory, or a class he never forgot that such things were made for man and not man for them. No sooner did he perceive that a party was irreclaimably selfish or a Minister irremediably committed to anti-national measures, to corrupt associations, or to imbecile and, therefore, injurious policy, no sooner was it evident that the temptation to power had prevailed over the public spirit of the statesman, than he promptly and openly withdrew his support that had been tendered only for the public advantage."

When, in 1855, the penny daily newspaper entered history, it heralded its arrival on the same note. The *Daily Telegraph*, which had been taken over three months after its first publication as the *Daily Telegraph Courier* by his grandfather, who had always printed it, announced in its introductory leader—

"We shall be bound with fetters of no party; we will be fearlessly independent, not the independence of unchecked and thoughtless attack, but the independence of utterance befitting reflecting Englishmen."

The newspaper Press of England had, from the first, a natural and reasoned faith in the doctrines of constitutional liberty and equal justice. It was nearly 40 years ago since he entered public life, and during that long period of Colonial policy he had never known the British Press, as judged by its more important organs, otherwise than friendly and favourable to Colonial aims and aspirations. Edmund Burke compared newspapers to "a battery in which the stroke of one ball produced no effect, but the amount of continual repetition is decisive." That was what made the influence of the Press so powerful in these days. There was only one way of getting at the mind of an electorate under the conditions which prevailed in democratic countries to-day, and that was by the agency of the newspaper Press. Somebody had said that every drop of our blood is coloured by the Press. Let us make the newspapers and care not who makes the religion and the laws."

**PROTECTORATE OF MINORITIES.**

It was not only the means of publication which the Press had at its disposal, but what he regarded as unfortunately on the increase, but not less potent in its effect on the popular judgment—the means of suppression. What was left out of the newspapers might be not less important than what was put in. The inevitable tendency in cheap newspapers was to give a sentence, often dragged from its context, instead of a speech, or an unqualified conclusion to represent a qualified argument. Then again, the silence of unpopular and sectional views on public questions by refusal to publish them was an evident danger, although it was only fair to say that it was much less obvious and less likely in the Press than in Parliament. He held that the Press had been the great protector of minorities in these days of mob rush and direct action. So long as there was division and variety of ownership the defects and disabilities of the Press cancelled one another. By force of competition, provided it was free and uncontrolled, the various interests and opinions that existed in a free and self-respecting community found expression, both in editorial articles and correspondence, which they could find in no other way.

The health and wealth of the British Empire depended entirely on the public opinion of its different parts, or, perhaps, to speak more precisely, on its effective expression. Originally, and historically, the newspaper Press of the whole Empire had been built up on a common plan, even though in the case of the Dominion of Canada it might have been altered to American adaptation, but it had the same general characteristics and cherished the same general ideals. The newspapers of Australia and New Zealand were more English than many of the English papers, which had been so largely altered by American novelties. When newspaper men of the British Empire met, it was wonderful how much they had in common and how little difference there was between them in the things that really mattered. Although the newspaper of the British Empire might not be standardized, the standard of conduct and production was fairly even, and every regard to news service and public recognition increased and widened. He believed that nothing would tend more to the contentment and to the prosperity of all parts of the British Empire than a real and lasting Empire Press Union.

**LORD MILNER'S CRITICISM.**

Lord Milner (himself an old journalist), proposing a vote of thanks to Lord Burnham, said he was glad that, while standing up for the Press and its influence, Lord Burnham was not uncritical of it. He was evidently aware of the duties which the exercise of that enormous power imposed upon the writers, and he might add, the owners of great newspapers. A great deal had been said about the superiority of the British Press to all other Presses. We knew we were very much superior to all other nations—(laughter)—and consequently, of course, our Press was also the best in the world. He believed it was the best, but not, perhaps, quite so much the best in all respects as was sometimes assumed. For instance, he did not think the average literary quality stood quite as high as it once did. He did not think that in literary quality it could be compared with the Press of some of our neighbours. They could take up an awful little "rag" of a French newspaper, so badly printed that they could hardly read it, and yet there was constantly in that "rag" an article which, in style, would compare not unfavourably with those great specimens of literary skill of our old journalists, to which Lord Burnham had referred. He did not think that in every respect our Press was so perfect, or even so good, as it was at one time. That might be due to the fact that there was an enormous amount more of it. Perhaps there was as much good writing in the English Press to-day as ever, there was, but because it was to be found in ten or 12 newspapers out of a hundred it did not strike them so much as when it was to be found in ten or 12 papers out of 30 or 40.

Something had been said about the censorship. The reason why it was effective and he said it from personal knowledge—was that they had the help of the Press men themselves in keeping the Press in order. The most valuable control exercised on the Press during the war was exercised by the Press itself. When he was at the War Office he had one or two occasions on which it was necessary to call representative Press men together and appeal to their patriotism to keep silence on certain questions. The promise to do so was always readily given, and he never knew an instance in which that promise was broken. The immense influence which the Press exercised would only continue and grow on one condition, and that was that the rules and practices which the best newspapers in England had always followed were followed in the future, not only by them, but by the ever-increasing number of our papers. He was told that the syndicated Press would one of these days make all our opinions, and then it would exercise a damaging tyranny over public opinion. He could only say that he had much too great a belief in the independence of English character to think that anything of the kind was possible.

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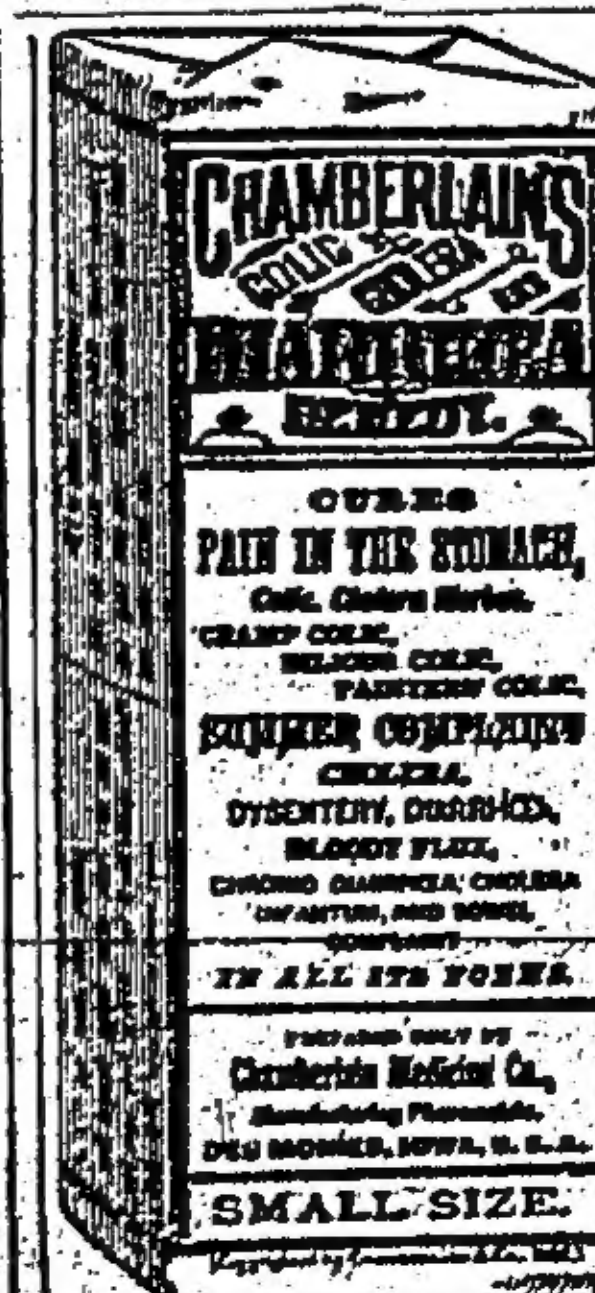
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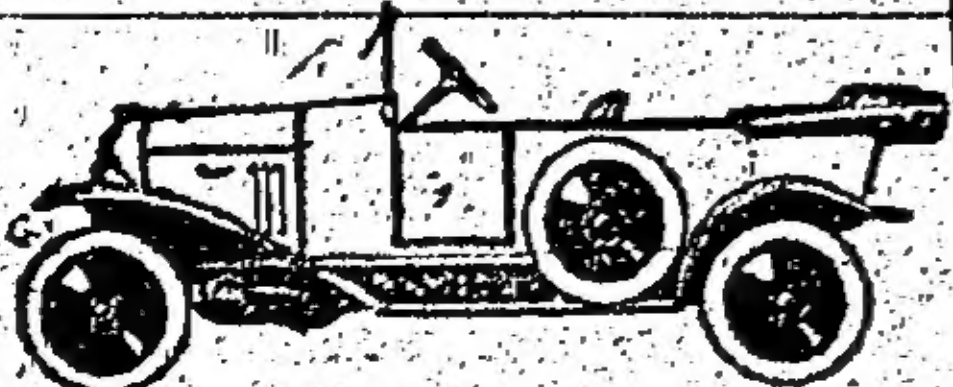
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## SCOTTISH SPORT.

HERIOT'S RECORD BROKEN.

RANGERS STILL WINNING.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 21st.  
The most important Rugby fixture was in Edinburgh, where the two leading clubs of the East and the West, Heriot's and Glasgow Academicals, met in friendly rivalry. The wind was high and bitterly cold, and few would have expressed surprise had the standard of excellence attained fallen short of what has come to be expected from such capable sides; but at the close it was conceded that the majority of the players had performed quite up to reputation. True, the plans of each side were frequently upset by the vagaries of the wind and the keenness of the marking and tackling, but the Academicals had not a few excellent rounds of passing, and the forward play was very good indeed. The Academicals' victory by two goals to a try was richly deserved, for their backs were much the happier company. Heriot's, however, still lead their great rivals in the Championship. The game at Inverleith between Stewart's College F.P.'s and Edinburgh Academicals was won more easily than was expected by the College whose forwards went as strongly as ever, and whose backs showed much-needed improvement in tactics. To O. Edinburgh Wanderers were rather lucky winners in their match against Edinburgh Academicals. Selkirk, who were the visitors went down to Glasgow High School F.P. by 17 points to 0, but they were weakened by the absence of W. E. Bryce at half. It was mostly forward game, but Selkirk stayed up well to their heavier opponents. Royal High School were easily better than Kelvinside Academicals—21 to 0. West of Scotland went down softly to Watsonians—11 to 0. The Junior Inter-City match at Inverleith between Edinburgh and Glasgow was practically won for Edinburgh. "Off his own bat" by R. F. Bain, the speedy wing three-quarter of the Royal (Dick) Veterinary College, who, in the present dearth of high-class wings in Edinburgh, might well be included in Edinburgh's Senior Inter-City side.

In the Schools Championship Loretto beat Merchiston by 17 to 3; and Fettes beat Edinburgh Academy by 24 to 0.

NO SURPRISES IN SOCCER.  
If the League games did not all run according to form, there were no sensations. There was one important event in a memorandum programme—the visit of Rangers to Falkirk. The Stirlingshire club, earlier in the season divided the points with Rangers and on home ground were confidently expected locally to inflict upon the leader their first reverse, and thereby repeat their achievement of the previous campaign. Falkirk, however, on this occasion were defeated, though by the smallest margin, and the goal was the outcome of a penalty kick, an unsatisfactory and unpopular medium, though in this instance the referee's award was beyond dispute. Apart from the penalty kick, the game was one of the finest League encounters witnessed in Falkirk. The quality of the football, and the ability and stamina of the players under severe and trying conditions, commanded the highest commendation. Aldrieonians and Raith Rovers, the closest rivals of the Drox Club, each returned victorious. Playing at home, Aldrieonians defeated Raith Rovers by 3 to 0; and Raith Rovers scored 2 to 1 against Kilmarnock. The other successful clubs were Hibs, Morton, Motherwell, Hamilton, St. Mirren, and Third Lanark. Dundee drew with Clyde.

COVERED COURTS TENNIS.  
In all the Championship events in the East of Scotland Tournament, which concluded after a week's run in Edinburgh the honours rested with English players. Mrs. Herriot and Mrs. Huddleston, Inverleith the famous sisters who hold and who have so often won the Scottish Doubles Championship, went down against a brilliant couple of young players from the Durham County team, the sisters Miss E. Beckenham and Miss C. Beckenham. Olive Branfoot, Newcastle, who has held the Scottish Singles Championship, was narrowly beaten in five sets by his friend, R. D. Watson, Durham.

## GEM-HUNTING.

PRECIOUS STONES PICKED UP  
ON THE BEACH.

It is not generally known that gems are to be found in their natural state in England.

Amethysts of really fine quality are plentiful in Somerset and Cornwall and in many parts of Perthshire, Fife, and the Hebrides, says a *Weekly Dispatch* writer. Aquamarines can be collected in the Cairngorm district of Scotland, which, by the way, is reputed to be the most productive ground for the gem hunter in the British Isles; for the district contains opals, both blue and green beryls, and garnets. Besides many such stones as alabaster, jasper, cornelian, onyx, and sardonyx.

Cumberland, Donegal, and Wicklow yield sapphires, but not in sufficient quantities to make their pursuit worth while except as a hobby.

The topaz is found in Cornwall, in Scotland, and in the Mourne Mountains in Ireland. Probably the commonest of British gems is the garnet, which may be gathered in most places in England, Scotland, and Ireland where the soil is productive of precious stones. At Elie Bay in Fife-shire they can be picked up along the beach, and are known locally as "Elie Rubies."

The majority of the highly prized gems owe their existence to a mineral known as corundum. In itself it is valueless, but in certain soils it gives birth to such stones as the diamond, ruby, sapphire, emerald, amethyst, hyacinth, and topaz.

A fitter was caused in gem-dealing circles a few years ago by the discovery that diamonds could be produced by the introduction of corundum into a tube of rindium. The fears of the diamond merchants were, however, dispelled when it was found that the high cost of manufacturing made the undertaking commercially impossible.

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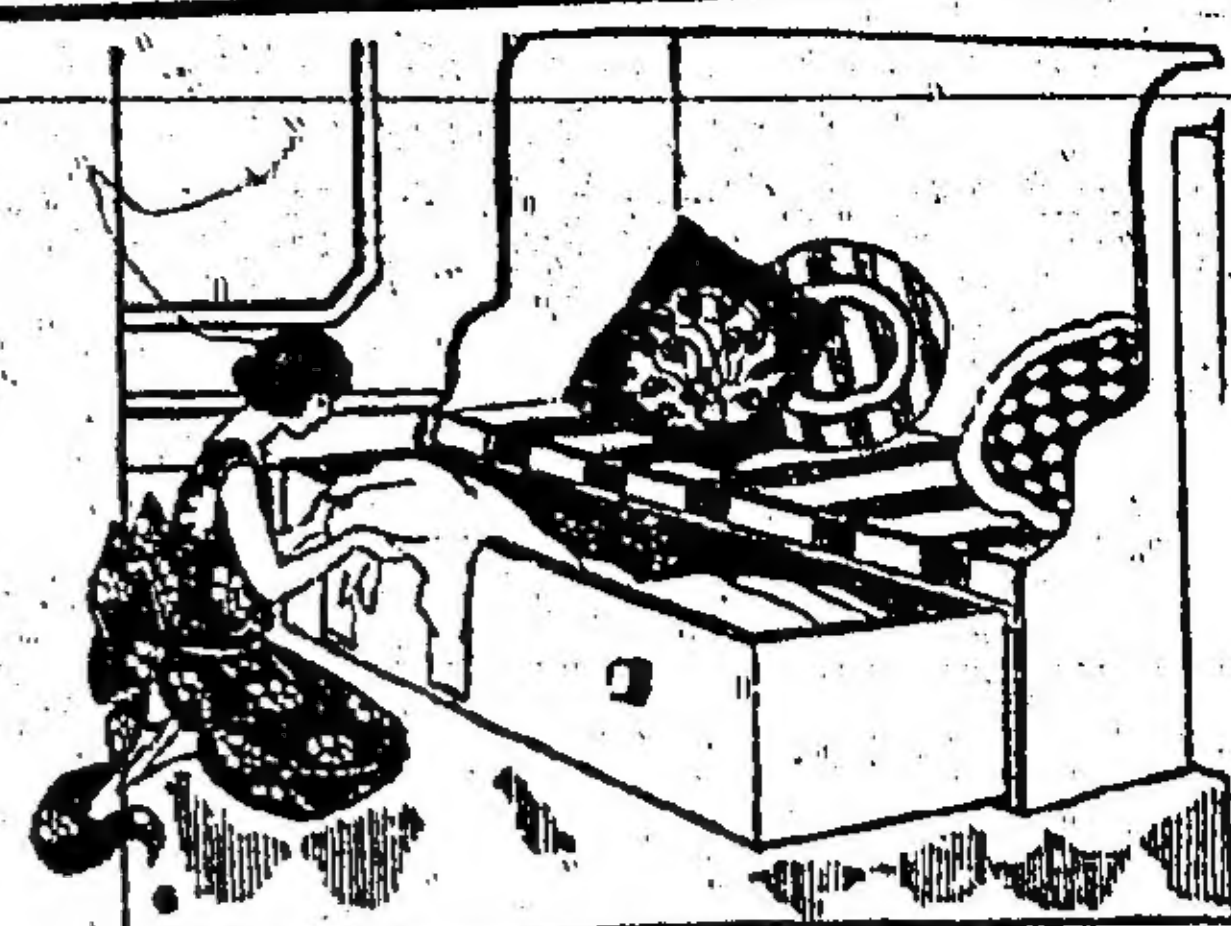
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**AMERICAN LADY'S SUICIDE  
AT HAIPHONG.**  
HER LIFE IN PERIL.

Mrs. Rupert Hughes, wife of a distinguished American author, recently took her own life in Haiphong.

Mrs. Rupert Hughes had been residing in Peking and had left there intending to go to Paris via Suez and then home to America. She had taken a house near the Drum Tower for the winter but suddenly changed her plans, sold her household effects and went to Shanghai. She sailed on the s.s. Angkor and intended to make brief stays at Haiphong and Saigon, proceeding to Marseilles on the *Chambord*. She had been ill for some time before leaving Peking but had apparently recovered.

Arriving at Haiphong a series of troubles confronted her. She was displeased with the services and conditions on the ship and just as she landed she became ill. Physicians feared a severe pain that developed in her ear might be due to mastoid trouble. She suffered intensely, she told her friends. On the way she had lost part of her baggage and many of her valued art objects were destroyed or damaged due to faulty packing by her servants in Peking.

She had failed to get the proper passport visa before leaving and learned at Haiphong that she could not get it there and might not be permitted to land in Saigon.

She planned to visit some famous ruins while ashore and was hopeful that the pain would pass. She intended to change ships at Singapore and proceed to Marseilles and thence to Paris by train.

**THE TRAGEDY OF THE DRUM TOWER HOUSE**

Under this heading the *Far Eastern Times* says:—

Mrs. Rupert Hughes, like her husband, had very considerable literary talent and only left Peking a fortnight ago. Early in the autumn she took over from Mr. Kirk, formerly of the American Legation, his so-called Drum Tower house, an extraordinary place, with secret passages and other Machiavellian refinements, which Mr. Kirk had furnished in a lurid manner.

Mrs. Rupert Hughes had arrived in Peking with a trained nurse, but as a result of a difference of opinion this lady left for America. Mrs. Rupert Hughes, when left alone, fell into despondency and was seen less and less, living a number of days without seeing a European, a highly dangerous position for a woman with a nervous disorder. Word fortunately was brought at last through a Chinese servant to friends who went to her rescue and brought her to the German hospital in the nick of time. Her own Chinese servants, in spite of her being a new-comer, behaved in an exemplary way, nothing having been stolen or touched, although in her helpless condition, it would have been easy to rob her completely. They had gone so far as to remove the cartridges from a revolver they had found by her bedside, thereby probably saving her from the rash act she has now committed.

Whilst on this unhappy subject, we feel constrained to say that a stricter check should be kept on strangers in Peking, some system being devised whereby the Chinese police report to the Legation concerned the renting of houses by new-comers. The case of Russian women in Peking is becoming so serious that it is the duty of the Diplomatic Body to take some action for their protection.

**CROWN AGENTS' COM-  
MISSIONS.**

"NO FINANCIAL ADVANTAGE FROM  
DIRECT DEALING."

In reply to Capt. A. Evans, in the House of Commons on November 13th, Mr. Ormsby-Gore, Under Secretary for the Colonies, said it was unlikely that any financial advantage would result to the Colonial Governments from dealing direct with the market instead of through the Crown Agents for the Colonies.

The following statement was also put in:—

The Crown Agents' Office is financially self-supporting, commissions and fees for work done being charged to the Colonial Governments, etc., which it serves. These may be varied from time to time to meet the expenses of the upkeep of the office, with the approval of the Secretary of State for the Colonies, and are at present as follows:—

Purchase of stores—1 per cent. on the value (invoices cost, other expenses and freight).

Sale of articles—1 per cent. on proceeds of sale.

Inspection of stores (engineering, clothing, general stores, stamps and currencies, notes), packing of stores, shipping of stores—Special tariffs according to weight, value, quantities, etc.

Drawing Office charges—1 to 1 per cent. on value of order, plus cost of draughtsmen's time.

Letting and execution of contracts for engineering works in the Colonies—0.3 of 1 per cent. to 1.5 of 1 per cent. on value of contract, with varying minimum fees of £25, £150, £275 and £500, according to value of contract.

Selection of candidates for Colonial appointments—2½ per cent. on first year's salary; maximum £25. Passages 30s. per passage.

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Issue of Colonial Treasury bills—1s. per cent.

Interest on overdrafts—At Bank Rate varying.

**THE TIENSIN COTTON  
SITUATION.**  
REMAINS IN DEADLOCK.

TIENSIN, December 14th.

The Cotton situation remains at a deadlock, and outside of what Compradores have purchased in the spot market to cover their firms, no appreciable effort has been made on the part of the "tsans" to fulfil contracts. The total commitments are estimated by the Chinese authorities to be above Tls. 4,000,000. Of this the arrested "tsans" are responsible for about Tls. 1,000,000, while the other "tsans," not arrested, are responsible for the rest.

Investigation of books belonging to the arrested "tsans" finds they are badly in the hole and unlikely to be able to meet the full amount of their losses. It also uncovers a story of speculation and crookedness. These "tsans," or brokers, did considerable speculation among themselves, buying and selling from each other, after the fashion of stock market operations, though not with their usual safeguards and control. It appears that when the up-country dealers, from whom the brokers buy the cotton, came here and heard of the better prices they could get, owing to heavy buying by Japanese, they agreed with many of the brokers to cancel the previous contracts. It was settled by the dealers paying the brokers for release, and the brokers agreeing to settle with foreign firms on the best terms they could get. As an instance was Tls. 28, while the market soared to Tls. 36, an eight tael difference. The cotton dealers saw a chance to make money on a "bearish" market and in return for cancellation paid the brokers Tls. 4.00, half the margin. The brokers saw a net profit of Tls. 4 per picul and snapped it up, while the dealers sold for Tls. 36 instead of Tls. 28, also profiting by Tls. 4; eight taels less four, paid to the broker. As a matter of fact it is not clear just which side is responsible for this contract breaking, but it is said with a fair amount of reliability behind it, that several Compradores of local foreign banks, were the originators of the plan. They were interested in spot buying for their own private account and, sensing the market opportunity, played a safe hand to win. This, however, is not true of all Compradores, for it is reported four of the largest foreign firms Compradores have done their utmost to fulfil contracts for which they, as middlemen, are responsible. In several cases they have, by spot buying, made up the full amount of the contracts and intend to settle later with the defaulting brokers. In other words, they have taken their medicine. Many of them, nevertheless, have not done much to aid their firms, once again proving the gradually diminishing usefulness of the famed Compradore in Sino-foreign commerce.

It is not a question of cotton available, for there is plenty of cotton in Tientsin. Altogether it was estimated, some week or so ago, that the total commitments to foreign firms were about 145,000 piculs, whereas the official return of the Chinese Native Customs show that several times that amount has been received and, apart from what has been sold, there still remains on hand more than sufficient to meet the foreign contracts.

The Provincial Assembly has put the case before the Civil Governor, asking for a fair settlement all round, but the Civil Governor has in turn passed it on to the Industrial Bureau for action. In common parlance they seem to be "passing the buck." Meanwhile the "tsans" are detained by the police and yesterday asked a further extension of two weeks to effect a settlement. They requested, at the same time, to be released but to this there was no acquiescence.—*Far Eastern Times*.

**SMUGGLING IN JAPAN.**  
Y.800,000 FINE.

Owing to the relaxation of the water-guard of the Yokohama Custom House since the earthquake, smuggling has increased. Kozato Rinsu, 37 years of age, a Tokyo merchant, and a cabin passenger of the *Tsigo Maru*, which arrived at Yokohama from San Francisco on the night of the 19th ult., was discovered to have smuggled in his big trunk, 1,100 gold watches and 3,000 fountain pens to the value of Y.50,000, buried in sugar and covered with clothes. The trunk has been seized, and he will be fined Y.80,000, an amount three times the value of the goods. The man, however, denies having intended to smuggle. If the above prices are correct they must have been a cheap and nasty lot of goods.—*Japan Chronicle*.

**BRITAIN'S SAILOR KING.**

King George in his youth was Britain's "Sailor Prince," of course. Recently Major Philip Hunkle, helmsman of the King's yacht, *Britannia*, let it be known publicly what an intense interest the King takes in yachting to-day and how deep is his love of the sea. Speaking at a dinner, Major Hunkle said that when the King came in possession of the *Britannia* she was rather like an old tub, but Hunkle persuaded him to race her. After the War the *Britannia* again came out, in 1920. They did away with her bulwarks, but could not get a mast big enough and had to glue a piece on. This brought her square feet of canvas to 10,000 feet. This year the *Britannia* sailed twenty-six times and won eleven races and seven other prizes. "We owe the King a great debt of gratitude," added the speaker. "I have never seen any one enjoy yacht racing more than he does. He is on the *Britannia* all the time, and this year he sailed her for a whole day."

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FLINT**

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SALE**

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SWATOW DRAWN WORK  
SILK EMBROIDERIES  
MAH-JONGG SETS

HAND-MADE LACES  
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All Kinds of LADIES' FANCY GOODS.

**CHRISTMAS IS FAST APPROACHING**

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**VALUABLE XMAS GIFTS**  
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**PASSENGER CARGO & WAR SHIPS**

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Boys' and Girls' Bicycles Just Arrived.

**HANG LEE CYCLE CO.,**

29, HAIPHONG ROAD, KOWLOON.  
NEXT TO PALACE HOTEL.

**AILSA CRAIG****MARINE MOTOR.**

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders  
4 B.H.P. to 50 B.H.P.

Prices and particulars from

SOLE AGENTS:

**DODWELL & CO., LTD.**

Telephone C. 1030.

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# LIKE A TALE FROM THE ARABIAN NIGHTS

## INDIAN WATCHMEN AT LAW.

"It is rather like a tale from the Arabian Nights," said Mr. Justice Gompertz's comment on a case which came up for hearing before him in the Summary Court, yesterday. The case was one in which an Indian guard named Ghulam Chaudhry sued another guard named Nathoo Khan for \$12, alleged to be balance due for money lent. He also claimed \$300 damages for malicious prosecution.

Mr. C. A. S. Russ, for the plaintiff, outlining his case said that up to September of last year, when the transaction began, the parties were both on excellent terms. During that month, however, while they were at the police station drawing their pay, Ghulam asked Nathoo to lend him \$30 as he wanted to act the Good Samaritan to some new arrivals. Nathoo thereupon handed over the \$25 which he had just drawn from the Police coffers together with a further \$5 that he borrowed from one Ahmed Ali. About ten days later Ghulam asked Nathoo to pay back the money and it was agreed that the former should accept a hookah pipe in part payment, leaving a balance due of \$22. Ghulam took the pipe away and in the following month Nathoo reduced his indebtedness to \$12 by a payment of \$10. He promised to pay the \$12 on November 1st, but when they met up at police headquarters on pay day, November 5th, Nathoo tried to put Ghulam off and they both got fairly angry about it.

Continuing, Mr. Russ said on November 17th the defendant sent a relative named Fasil Khan to the plaintiff. Fasil, who came with no apparent object, stayed the night and gave Ghulam some sweets. When he tasted these dainties Ghulam thought they seemed bitter and he got the idea that he was going to be poisoned. Both parties made a complaint to the police but no action was taken about it.

Nathoo went up to police headquarters on November 10th and applied for a warrant, charging Ghulam with the theft of the hookah and also with the theft of a blanket which the plaintiff could prove, said Mr. Russ, that he brought from India with him. Ghulam was arrested summarily and was kept in jail about 24 hours before being released on bail. The case was remanded to November 20th and when the charge was investigated the Magistrate dismissed the case. In the meantime Ghulam had had to instruct solicitors, which cost him \$60.

Mr. Russ said the actual issue was as to whether or not the pipe was handed over.

His Lordship: It is all rather like the Arabian Nights. However—

Mr. Russ: These cases always are. Mr. H. C. Macnamara, for the defence, suggested that it was clear the proceedings had arisen out of an obscure quarrel over the supposedly poisoned sweets.

His Lordship gave judgment in favour of the plaintiff for \$12 claimed and \$125 damages. "I am quite sure," the Puisse Judge added, "that when the plaintiff's friends know he has not damaged they will quite forget that he has been in jail."

# ALLEGED MALICIOUS DAMAGE TO A SHIP.

## S.S. "SHANTUNG" DAMAGED WHILE IN DOCK.

The first bosun of the s.s. *Shantung*, which is at present undergoing repairs in the Takko Dockyard, and a Chinese foreman iron worker at the Dockyard, appeared yesterday afternoon before Mr. J. H. Wood at the Magistrate's court on remand in connection with a charge of maliciously damaging the vessel.

Mr. T. G. Bennett prosecuted on behalf of the China Navigation Company; Mr. E. E. A. Webster represented the first defendant (the bosun) and Mr. K. Lo defended the second defendant.

In the course of his opening address, Mr. T. G. Bennett alleged that a plate had been removed from the bow of the ship and replaced by another plate so as to leave a crevice for an unlawful purpose. He alleged that the crevice so made was for the purpose of concealing contraband. The defendants, he said, were seen and arrested where the work was taking place.

Mr. A. Crawford, assistant to the Superintendent Engineer of the Company, estimated the damage so caused to the vessel at \$40.

Cross-examined by Mr. Lo, Mr. Crawford said that the hole which had been tapped in the plate had been made within three days of the time of its discovery, and in his opinion it was impossible that such a hole could have been tapped whilst the vessel was at sea.

The contractor, under whom the defendant foreman worked, stated in the box that he knew nothing at all about the s.s. *Shantung*. She had not come under his supervision. In reply to the Magistrate, he said that he did not take on little jobs for the crew outside his own contract.

After further evidence had been taken this Worship expressed the opinion that the only thing that had been proved so far was that a hole of the vessel had been tapped, to which Mr. Bennett rejoined that he found it rather difficult after he had worked up his case, if he could not present it in the way in which he wished to bring it out.

The Magistrate expressed regret and said he did not mean to hamper Mr. Bennett in the conduct of his case.

Mr. G. Bird, in charge of the Dockyard police, said that he was informed that the second bosun of the ship had given instructions to the second defendant to do the job. When he went on board the vessel to find the second bosun he was missing and had not since been seen. The Chief Officer of the vessel (Mr. Blomfield) told the Magistrate that the members of the crew had no authority over the dockyard employees and they had no right to give them orders and in this particular the bosun had no more authority than anybody else.

(Continued at foot of next column.)

# BOLSHEVIST PROPAGANDA FROM CANTON.

## A MISCHIEVOUS "CITIZENS ASSOCIATION."

Judging from the number of "manifestos" issued in crude English, at Canton by the so-called "Citizens' Association of Diplomacy," the little group of Russian Bolsheviks who have their abode there would appear to have been very congenially employed in connection with the Customs Surplus question.

Two of these manifestos reached us yesterday. One is addressed "To the weak nations of the world," the other to "The peasants and working class of America, England, France, Japan and Italy."

Forward to the make-up of an anti-imperialist united front of weak nations of the world against the exploitation and oppression on the part of the imperialist States! Down with the World Imperialism! Thus begins the manifesto to "the weak nations of the world," and it ends in the same way. The weak nations are told that these imperialist states—America, England, France, and Italy—are in close co-operation with a small clique of "notorious feudalists, bankers, bureaucrats and professedly political factors which are the important political factors in the imperialist regime," and that "They let the civil war live long through the support of dollars and guns to the reactionary Peking Government that has shot workers to death, imprisoned students, killed people delegates, closed Press, and done dozens of evils at the sacrifice of people interest." The "battle ships" of America, England, Japan, France and Italy, the manifesto says, are now stationed in the Pearl River. "The time comes when you [the weak nations] should stand firm for the right of China. Get up!"

The other manifesto has an even more definite Bolshevik ring. "The peasants of America have fought against the World Court; why not against the participation of the United States in Chinese affairs? The World Court means Capital export to Europe; the participation in Chinese affairs means capital export to China." This moving appeal to all the nations represented by "battle ships" at Canton ends with a vociferous call to "Down with the world imperialism! Down with the co-operation between of the military clique and the world imperialist powers! Long live the liberation of Chinese toiling masses! Long live the Canton Government!"

It is difficult to see how the cause of "the Canton Government of China" can be assisted by the pernicious activities of "the Citizens' Association of Diplomacy."

China expects her sovereign rights to be respected. That was the diplomatic reply which Dr. Wellington Koo gave, says a Peking paper, to a question regarding the probable attitude of the Chinese Government in the event of the Allied warships now in Canton forcibly preventing the seizure by Dr. Sun Yat Sen of the Kwangtung Customs.

The question arose as a result of the criticism voiced in some Chinese circles respecting the right of the foreign Powers to assemble at Canton with the avowed object of using force against Sun, should occasion demand. At the Waichowu no definite statement was made as to whether the Chinese Government approved of the action of the Powers, it being pointed out that the memorandum sent from the Foreign Office to five of the Legations was merely in the nature of a question and not to be considered in any way antagonistic.

# CORRESPONDENCE.

## BRITISH INCOME TAX.

### [TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—There must be many of your readers who are British subjects (and, of course, this includes persons born in the Dominions and Colonies) who have money invested in England.

I feel sure few of them are aware that they are entitled to reclaim a part—at least—of the heavy British income tax deducted from their dividends, mortgage interests or other income which has been taxed in the United Kingdom.

Prior to April, 1920, very few persons resident abroad could reclaim tax from the British Inland Revenue, but since that date, practically every British subject living abroad has the right to get back a part of the tax suffered by him in respect of his British income.

Many of my personal friends, living abroad have been able to recover sums running into hundreds of pounds, and I would advise any of your readers who suffer from the tax to look closely into the matter. In these days of bad trade, heavy expenses and high income tax, no one can afford to neglect the recovery of a tax that hits everyone so hard—I am, Sir, yours faithfully,

A. J. LIVESEY.

24, Grosvenor Place, Hyde Park Corner, London, S.W.1. November 20th, 1923.

The Magistrate held at this stage that nothing had been proved against the first defendant, and he was discharged. Mr. Lo thereupon submitted that the second defendant likewise had no case to answer.

His Worship held a contrary opinion and a lengthy argument ensued between the solicitors and the Bench as to the meaning of the word "malicious." Mr. Lo contending that in this case there was no malicious damage whilst Mr. Bennett argued to the contrary.

The Magistrate decided to adjourn the case until Monday next when he would then give his decision as to the meaning of the word "malicious."

# SPORT.

## CRICKET.

### NAVY v. THE ARMY.

A two days' cricket match between the Army and the Navy was commenced yesterday on the Club ground. The Navy went in first and knocked up a good all round score of 231 in their first innings. Only three of the eleven failed to get into double figures. Lieut. D'Arcy Evans and Lieut. Boyle were the highest scorers, with 49 each. The Army were sorely lacking in good bowlers and they tried out no fewer than six men.

The Army replied with 148 in their first innings, Capt. Dods topping the score for his side with 31. On this score it looked as if the Navy would have an easy victory, but the unexpected happened which resulted in the Army prospects of pulling the match round becoming quite bright. Just before 4 p.m. the Navy went in to bat again and after the fall of the first four wickets for 80 odd it looked as if they were going to make another good score, but a rot set in and between 5 p.m. and 5.30 p.m. the six remaining wickets were mowed down for a comparatively small score and the side was out for 102, the last six wickets only producing something under 20 runs. Rough, who was brought on to bowl shortly after the collapse had set in, was mainly responsible for the rapid disposal of the wickets. In two overs he secured 3 wickets for five runs. Jacob also helped things considerably. He bowled practically throughout the innings and took six of the wickets, for 30.

The Army went to the wickets in the few minutes left for play and Stripp, after scoring two, was bowled by Pomfret. Stumps were then drawn. The Army now require 204 to win.

During the match the Regimental Band of the East Surrey Regiment played a delightful selection of music and many Naval and Military officers and their wives witnessed the game.

Scores:—

NAVY.				
1st Innings.				
Lieut. Commander Pafford, c and				
b Rough	27			
Mid Evans, c Smith, b Jacob	29			
Lieut. Com. Jotham, l.b.w. Kent	33			
Rev. Father Purcell, b Walker	10			
Lieut. Com. Hargreaves, st. Stripp,				
b Jacob	8			
Lieut. D'Arcy Evans, c Stripp, b				
Dods	49			
Lieut. Besant, b Jacob	29			
Lieut. Boyle, not out	49			
Lieut. Gould, c Stripp, b Jacob	7			
Lieut. Com. Lockhart, b Walker	7			
Lieut. Pomfret, st. Stripp, b				
Walker	13			
Extras	5			
Total	251			

Bowling Analysis.				
	O.	M.	R.	W.
Rough	9	1	50	1
Jacob	16	3	50	4
Walker	9.3	2	59	3
Cockell	2	0	8	0
Kent	5	0	35	1
Dods	5	0	34	1

Extras

1st Innings.

Capt. Kent, c Lockhart, b Pomfret	7
Lieut. Armstrong, c Gould, b	
Pomfret	29
C. Q.M.S. Stripp, b Pomfret	24
Lieut. Allfree, b Gould	24
Capt. Dods, b Pomfret	31
Major Hattersley-Smith, b Pafford	5
Lee-Sergeant Cockell, b Gould	5
Capt. Walker, c and b Gould	10
Sergeant Percy, c and b Besant	4
M.G. Rough, c Pafford, b Gould	8
J.M.S. Jacob, not out	10
Extras	10
Total	148

Bowling Analysis.				
	O.	M.	R.	W.
Hargreaves	4	3	10	0
Pomfret	15	5	36	4
Evans	5	0	17	0
Gould	11	1	48	4
Pafford	5	0	19	1
Besant	3	0	1	1

THE NAVY.

2nd Innings.

Pafford, l.b.w. Walker	14
D'Arcy Evans, l.b.w. Jacob	20
Besant, c Walker, b Jacob	34
Boyle, c Armstrong, b Jacob	15
Purcell, c Armstrong, b Jacob	8
Jotham, c Dods, b Jacob	9
Evans, c Stripp, b Rough	4
Hargreaves, not out	2
Lockhart, b Rough	1
Gould, c Stripp, b Rough	0
Pomfret, c Allfree, b Jacob	0
Extras	4
Total	102

Bowling Analysis.				
	O.	M.	R.	W.
Jacob	10.3	0	55	6
Walker	8	1	19	1
Kent	2	0	19	0
Rough	2	1	5	2

H.K.C.C. 1st XI. v. EAST SURREY REGT.

In this match to-morrow (Saturday) the Club will be represented by T. E. Pearce (capt.), Col. T. A. Robertson, E. J. R. Mitchell, R. E. A. Webster, E. G. Lammer, M. M. Maas, C. B. More, A. C. I. Bowker, F. C. Miller, M. O. Hagen and C. B. Baron.

H.K.C.C. 2nd XI. v. C.R.C. 2nd XI.

The following will represent the Club in this 2nd XI match to-morrow (Saturday):—H. E. Hollands (capt.), Capt. F. T. Haigh, D. H. P. McMaster, H. Griffin, D. E. Donnelly, C. V. Mark, R. M. Macalpine, G. H. Piercy, O. T. Fowle, P. Jacks and M. M. Watson.

(Continued at foot of next column.)

# INSULIN MANUFACTURER ON WORLD TOUR.

## VISITING HONGKONG.

Dr. Charles J. Lynn, Secretary and General Manager of Eli Lilly and Co., Biological Chemists of Indianapolis, U.S.A., accompanied by Mrs. Lynn, and Mr. G. J. Wolsey, King, Ph.C., general representative of the Lilly Company in the Far East, are guests at the Hongkong Hotel for a few days' visit with their wholesale distributors, Messrs. A. S. Watson and Company, Ltd.

It will be recalled that newspapers and magazines only a few months ago, glowed with the revelation that a young Canadian doctor had discovered a new remedy for diabetes mellitus.

The world stood thrilled when Dr. Lister originated antiseptics; Von Behring, the discoverer of diphtheria antitoxin, gave new hope to childhood; Koch found the basic influences of tuberculosis. And now Dr. Banting reveals to the world a remedy for diabetes, and through Eli Lilly and Co., Biological Chemists, has made it possible for every diabetic in the world to take a new lease on life and at a cost so trifling as to be within the reach of everyone.

The discovery of insulin is an interesting scientific incident. Dr. Banting, was teaching and practicing medicine in a small city in western Canada. Although only twenty-eight years old, he delved into many of the serious scientific problems of his profession. The idea came to him that by following a certain scientific procedure he could isolate from the pancreas, or sweetbread, of animals the active principle which it was known to contain, and which was known to control the utilization of sugar in the metabolism or building up of body tissues. With this idea in mind Dr. Banting returned to his alma mater, the University of Toronto, and presented his idea to Dr. J. J. R. MacLeod, professor of the department of physiology.

After having been assured that his idea was well worth trying in a laboratory way, he set to work with the assistance of Dr. G. H. Best, in the laboratory of Dr. MacLeod, and after several months, succeeded in obtaining a preparation made from the pancreatic gland of animals which would prevent sugar from appearing in the urine of diabetic animals. Considerable difficulty was experienced at first in producing a preparation of Insulin sufficiently pure for therapeutic use, but this was finally accomplished by Drs. Banting, Best and J. B. Collip. To all these men, and in addition the clinical group in Toronto who supervised its use in hospital cases, is due a world's debt of gratitude. They have added new lustre to the crown of science.

It has been said that the discover of insulin and its application in the treatment of diabetes is the greatest development in medicine in fifty years. In less than two years hundreds of lives have been saved, and thousands of diabetic sufferers have been so improved that they were able to resume their normal ways of life. Many children doomed to die within three to five years, have had their little lives indefinitely prolonged.

Like many valuable agents for good, insulin may also produce harmful effects if improperly given. It is for this reason that insulin should never be used except under the direction of a physician. Its use is indissolubly connected with the use of proper diet. No patient should receive insulin who does not understand the principles of dietetic treatment in the disease diabetes. No patient who is unwilling to weigh and measure foods and their proper relation to the administration of insulin, should be permitted to use this product. The scientists say. Throughout the world many clinics have been founded and to these clinics physicians are invited to learn the best methods of administering this new product. Its administration is not difficult, simply requiring attention to diet and close control of the insulin dosage.

Dr. Banting and his associate scientists impress this one point on all with whom they discuss the curative powers of insulin—the diabetic patient who endeavours to treat himself without the aid and advice of a competent physician makes a mistake that may have unhappy results. The safe, effective way is the physicians' way.

The Noble prize for medicine in 1923 has been awarded to Dr. Banting.

H.K.C.C. 2nd XI. v. NAVY 2nd XI.

In this match to-morrow (Saturday), the Club team will be composed of E. England (capt.), A. V. T. Dean, J. N. Owen, G. M. Dorkins, J. F. Bridger, J. F. Hancock, W. Brackenridge, G. W. Sewell, H. Spicer, R. M. Chalmers and H. H. Day.

K.C.C. 2nd XI. v. UNIVERSITY.

In this League match at Kowloon on Saturday at 2.15 p.m. the home club will be represented by H. Overly, W. L. Weaver, A. O. Brown, A. R. F. Raven, O. B. Raven, B. Petheram, E. J. Edwards, A. J. Kew, F. W. Howell, J. C. Long and D. S. Green.

HOLIDAY CRICKET.

LAST SHANGHAI INTERPORT TEAM v. THE REST.

The New Year match "Last Shanghai Interport Team" v. "The Rest," will be played on 1st and 2nd January, commencing at 10.15 a.m. both days, instead of on Saturday (29th December) and Tuesday (1st January).

H.K.C.C. v. CRAIGENGOWER.

On New Year's day, in addition to the match on the Club ground, the H.K.C.C. are playing a whole-day match with Craigengower on the latter's ground, commencing at 11 a.m. The following will represent the H.K.C.C.:—E. O. McNicol (capt.), E. C. Tegen, E. G. England, Capt. C. F. T. Haigh, D. E. Donnelly, D. H. F. McMaster, G. H. Piercy, P. Jacks, W. Brackenridge, J. F. Hancock and Capt. B. F. Walker.

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WE STOCK ONLY THE BEST.

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FOOTBALLS & BOOTS.

SPECIAL DISCOUNTS TO CLUBS & SERVICE TEAMS.



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LANE, CRAWFORD, LTD.

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GENERAL MANAGERS,  
HONGKONG.

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## DANCE RECORDS

FOR THE NEW YEAR

AT

# ANDERSON'S.

# Powell Ltd.

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## PREPARE FOR THE COLD WEATHER

**For Children**

Woollen Underwear  
Breeches  
Coats  
Scarves

**For Ladies**

Furs  
Winter Coats  
Golf Coats  
Scarves

Phoenix and Holaproof  
Silk Hosiery  
in All Shades



## NEW ADVERTISEMENTS

## BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on TUESDAY and WEDNESDAY, the 1st and 2nd JANUARY, 1924. Hongkong, 27th December, 1923. [1769]

## TERCENTENARY OF ST. FRANCIS DE SALES.

## ENTERTAINMENT AT CLUB LUSITANO.

IN connection with the Celebration of the Third Centenary of St. Francis de Sales, the Patron of Catholic writers and artists, an ENTERTAINMENT under the Patronage of His Lordship Bishop PORCINI, will be given at 8.30 P.M. TO-DAY, 28th DECEMBER, at the CLUB LUSITANO, by kind permission of the Committee of the Club. All Catholics are cordially invited. An Excellent Programme has been arranged. [1770]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

## CONSIGNEES per Company's Steamer

## "ALYCAON"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to terms and conditions of storage at Holts Wharf. The Cargo will be ready for delivery from Godown on and after 27th December. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godowns, and all Goods remaining undelivered after the 2nd January, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 18th January, or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 27th December, 1923. [1767]

## HUGO STUNNES LINEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "EMIL KIRDORF"

having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on Thursday, the 3rd January, 1924, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 3rd January, 1924, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before Saturday, the 13th January, 1924, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. REUTER, BROCKELMANN & CO., Agents. Hongkong, 28th December, 1923. [1768]

## RICKMERS LINE.

## NOTICE TO CONSIGNEES.

## FROM HAMBURG AND ANTWERP.

## THE Steamship

## "ODIN"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 31st inst., at 10 a.m., by Messrs. Anderson & Ashe.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd January, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by NAAMOOZE VERNONSTON, CARL BODIKER & CO.'s, Agents, Rickmers Line, Hongkong, 28th December, 1923. [1766]

## FOR SALE.

COMPLETELY or Separately FURNITURE, ELECTRIC FITTINGS, etc., All in Very Good Condition. Delivery Prompt, January 2nd February. Apply to P. A. c/o Daily Press Office. [1765]

## TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor, Union Insurance Society of Canton, Ltd. [1764]

## INTIMATIONS

## INTERPORT RUGBY.

HONGKONG F.C. v. SHANGHAI R.F.C.

At CLUB GROUNDS, HAPPY VALLEY on WEDNESDAY, JANUARY 2nd, 1924. Kick off 4 P.M.

ADMISSION: Covered stand, Members ... \$1.00. Non-Members ... 2.00. Open stand ... 50 cts.

Booking at MOUTRIE'S. Club Members from 24th—27th inst. inclusive. Non-Members on and after 28th inst.

NAVY v. SHANGHAI R.F.C. On THURSDAY, JANUARY 3rd, 1924. Kick off 4 P.M.

ADMISSION: Covered stand, Non-Members ... 50 cts. Open stand ... 20 cts. [1760]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate 5/114 dated Hongkong 5th April, 1923, for Five Shares of this Bank numbered 62976/62980 inclusive registered in the Name, MARIA MARIA ECA DA SILVA, ABELLA has been destroyed by Fire, and should this Certificate not be produced to the Bank before the 17th January, 1924, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 5/114 7498 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, A. G. STEPHEN, Chief Manager. [1756]

## NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. A/68 for Nine Shares, 24 per share paid up, numbered 98348/98351 in this Society standing in the name of KWONG SING LUNG of Yokohama has been declared LOST, and if at the expiration of One Month from the Date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a NEW Certificate for the Nine Shares will be issued in its stead by the Society.

C. MONTAGUE EDE, General Manager. Hongkong, 11th December, 1923. [1696]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "LAOMEDON"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to terms and conditions of storage at Holts Wharf. The Cargo will be ready for delivery from Godown on and after 24th December.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 25th December, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th January, or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1923. [1764]

## BOWERN &amp; CO.,

No. 8, MURDOCH ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS. For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS, (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA: GERRARD PATENT ARMOUR, SAKUMI WARREN & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

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Letters are lying at this Office for Borneo—YI.

BOARD RESIDENCE, Single and Double Rooms, Well Furnished, Excellent Cuisine from \$4 Per Day inclusive. 1, VICTORIA GARDENS, Hankow Road, KOWLOON.

FURNISHED APARTMENTS in Kowloon with Gas Cooker and Servants' Quarters. \$65.00 Per Month. 2 Minutes from Ferry. Apply Z. c/o Daily Press Office. [1763]

## INTIMATIONS

## CAFE WISEMAN.

## HIRING DEPARTMENT.

## XMAS AND NEW YEAR PARTIES.

WE are making a Special Feature of This Department during the CHRISTMAS and NEW YEAR Festivities. CUTLERY, PLATE, CHINA, GLASS and TABLE LINEN. May be Hired—All our Stock is entirely NEW and Customers may rely on all Goods sent out from This Department giving Entire Satisfaction. [1756] (LANE, CRAWFORD, LTD.)

MONIES up to \$300,000, are available for Investment on First Class Mortgage Security subject to a Trustee Valuation. Apply to Messrs. DEACON, HARTSON & SHERTON, 1746] 1, D. V. Road Central.

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(INCORPORATED IN ENGLAND 1839) with which is affiliated THE ALLAHABAD BANK, LTD., INDIA.

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NEW YORK: The Irving Bank—Columbia Trust Company.

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HONGKONG BRANCH: Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted. Foreign Exchange on the Principal Cities of the World bought and sold. R. A. BODGERS, Manager. 537] INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai, 41, Kiangsu Road, Hankow—British Consulate.

CONSIGNEES in ASIA: London, New York, Chicago, San Francisco, Vancouver, R.C. Honolulu, Singapore, Penang, Tientsin, Seoul, W. Maaco, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE. Attractive rates for all kinds of Deposits. Securities are welcome. T. H. MAL, Manager. [1762]

## PORTS

## AND

## SHERRIES.

For many years we have enjoyed a reputation for Ports and Sherries second to none.

We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

## A. S. WATSON &amp; CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTHS. BENJAMIN.—At Shanghai, on December 20th, to Mr. and Mrs. CHARLES BENJAMIN, a daughter. JACOB.—At Shanghai, on December 21st, to Mr. and Mrs. S. I. Jacob, a son. McMILLAN.—At Chefoo, on December 15th, to Mr. and Mrs. D. F. R. McMILLAN, a son. STIRLING.—At Tientsin, on December 12th, to Mr. and Mrs. J. STIRLING, a son.

MARRIAGES. KAWAGUCHI—RODDA.—At Union Church, Shanghai, on December 15th, PATR. SACHRO, son of the late Justice and Madame KAWAGUCHI, to ROSAMARY RODD, younger daughter of Mr. and Mrs. J. SACHRO, of Holmfirth, Yorkshire, England.

REMBROOK—MAYLAND.—At Shanghai, on December 20th, Lieut.-Commander JEREMY REMBROOK, Royal Navy, second son of the late R. W. J. REMBROOK and Mrs. REMBROOK, of Rushbrooke Park, Bury St. Edmunds, Suffolk, to CATHERINE MAYLAND, only daughter of Mrs. E. T. EDWARDS and the late ANDREW MAYLAND, of Shanghai.

DEATH. DRAKEFORD.—At Mukden, on December 21st, MELBA, beloved wife of FREDERICK J. DRAKEFORD and eldest daughter of Mr. and Mrs. C. G. COLLIS, of Changchow.

Hongkong Office: 14, Chater Road. London Office: 121, Fleet Street, E.C.

## The Daily Press.

HONGKONG, DECEMBER 28TH, 1923.

## ALARMS OF WAR IN CHINA.

Once again, we are told that "Chinese eyes are turned towards Mukden" because of certain military preparations that CHANG TAP-LIN is credited with making there. It may be remembered that about this time last year there was a great deal of talk in the North about the "inevitability" of war between the Fengtien and the Chihli factions, but time passed without these expectations being fulfilled, and the Kaoping grew meanwhile over the extensive area that was indicated as the probable theatre of the war. Since movements by great masses of men are considered impossible through a dense jungle of Kaoping the talk of war merged into reports of amiable conferences which banished all thoughts of hostilities for a time. The history of the past year is now beginning to repeat itself. It is to be

hoped that the repetition will go the full length. It is impossible, however, to disregard the dangerous possibilities of the situation. There is a sinister ring about the sentence in Reuter's Peking cable published yesterday saying that "a plan of action against the Government has been drawn up, but no attempt will be made to put it into effect immediately, in the hope that support may be secured from a section of the Chihli party." The military dispositions of the two great military parties in the North are a constant cause of apprehension, and there are many other indications besides the Conference at Mukden that hostilities are in contemplation. If it is true that representatives of the Tsuchuns of Chekiang, Northern Shensi, and Kweichow are present at the Conference at Mukden, it can but serve to increase the fear in quarters already very apprehensive. In the neighbourhood of Shanghai just now the Chinese are said to be "very panicky" regarding a military threat to the district from the Chekiang-Fukien border, and though General Lu Yr-xiang, the Tsuchun of Chekiang, ridicules the menace, the military movements that are taking place in the province suggest to many minds that he regards the situation less optimistically than he admits. General Lu virtually declared his independence of Peking a year ago, and he is reported to have been urged by a delegation at Hangchow a week ago to make an open declaration of peace, but he is said to have regarded such a move as useless, although avowing that he "would not fire the first shot." Sometime ago a solemn peace pact was made between the provinces of Chekiang and Anhui, and last week a similar agreement between Chekiang and Kiangsi was signed and sealed. In these agreements the signatories pledge themselves to the preservation of inter-provincial peace, and undertake not to attack or invade the territory of each other, or to allow the troops of any other province to march through or be quartered upon their territories. The menace to the Shanghai district is thus reduced to threats from Kiangsu and Fukien, and it is the activities of the Tsuchuns of these two provinces—who are described as "puppets of Peking"—that create the scare of an impending war in the Shanghai district. What substantial foundation these fears have it is not easy to estimate. We can only note the fact that the scare exists and that various Chinese organisations in Shanghai have appealed to the Tsuchun to lose no time in strengthening the defences of the province. No long as the Tsuchun system endures in China we shall never be free from these scares, or the actual horrors of war; but the fact that three neighbouring provinces have bound themselves by a peace pact within the present year is a very hopeful sign of progress in the right direction. Let us hope that the present scare will lead to a further extension of these agreements.

Five cases of diphtheria, one of enteric fever and three of cerebro-spinal fever were notified in the Colony last week.

Mr. Dillard B. Lasseter, formerly United States Consul at Hankow, who recently went home on leave, has resigned.

A contingent of over 60 Weihaiwei Chinese police is expected to arrive in the Colony by the s.s. Hui Chow next week-end.

A small boy, aged four years, was scalded to death at No. 13, Kowloon City, on Tuesday, a pot of boiling congee being accidentally spilled over his neck. The unfortunate boy died shortly afterwards from shock.

A boy who was travelling third class on a Star ferry boat yesterday morning fell into the water as he was attempting to alight from the ferry. He was promptly pulled out of the water by several people near by and appeared to be none the worse for his immersion.

A notice in our advertising columns extends a cordial invitation to all Catholics to attend the entertainment which is being held at 6.30 p.m. this evening in the Club Lusitano, 100 House Street, in celebration of the tercentenary of St. Francis de Sales, Patron of Catholic writers and journalists. No charge is being made for admission. An excellent programme has been arranged.

Mr. F. S. Heinrich, manager of Messrs. Liggott and Myers' Canton Branch, was removed to the Government Civil Hospital on Wednesday night, suffering from a severely injured foot. Mr. Heinrich had been on board the s.s. Kishan seeing "some" friends off to Canton, when he suddenly discovered the vessel was moving away from the wharf. He climbed over the ship's rail and jumped on to the wharf, but in doing so fell heavily on to the wharf and so hurt his foot.

## THE SMALL-POX EPIDEMIC.

There were 105 cases of small-pox and 77 deaths from the disease notified in the Colony last week. Among the cases were 1 Dane, 1 Indian, 1 British and 2 Japanese. The rest were Chinese. Five of the cases were imported.

During the three days ended Wednesday, the 26th inst., 29 fresh cases were reported, one of which was an Indian case, the rest being Chinese.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## SENSATIONAL ATTACK ON CROWN PRINCE OF JAPAN.

## YOUTH FIRES AT IMPERIAL MOTOR-CAR.

Tokyo, December 26th.

While H.I.H. the Prince Regent was proceeding to the Diet this morning, a youth, about twenty years of age, fired from a cane gun at the Imperial automobile, smashing the windows.

The Prince was unhurt and proceeded to the Diet Building.

## BULLET NARROWLY MISSES PRINCE'S HEAD.

LATER.

The bullet narrowly missed the head of the Prince Regent, who immediately took refuge in the Upper House.

When the Prince appeared in the Upper House there was no indication to those present that anything unusual had happened. The Prince read his speech in the calmest voice, and then returned to the Palace heavily guarded.

Visitors were not allowed to leave until thirty minutes later.

The Prince's assailant was dressed as a workman and is believed to be insane. The Police are of the opinion that others are implicated.

The assailant was seized by an angry crowd, but was protected and arrested by the police.

The attack is unprecedented in Japan and feeling runs high.

The highest admiration is expressed for the Prince's behaviour.

Viscount Iriye, who was accompanying the Prince Regent in the automobile, was slightly injured by a fragment of glass.

## ANOTHER TOKYO SENSATION.

RUFFIANS, ATTACK RESIDENCES OF MINISTERS.

Tokyo, December 26th.

Ruffians tried to obtain an entrance to the residences of Viscount Goto (Home Minister) and Count Yamamoto (Premier and Foreign Minister) this evening, but were blocked by the police.

## JAPANESE CABINET RESIGNS.

Tokyo, December 26th.

The Cabinet has tendered its resignation.

## THE NAVAL BASE SCHEME.

PEKA FOR CONSTRUCTION AT CAPE TOWN.

CAPE TOWN, December 26th.

The Cape Times, discussing the Singapore base scheme, particularly directs attention to the declaration of Rear Admiral Sir Frederick Field, that the Cape route is likelier to become a still more important line of Empire communication in the future than in the past.

The journal urges the construction of a large modern drydock at Cape Town for the use of trading vessels and emergency "battleships" frequenting the Cape route. It says that costs of construction at Cape Town would be cheaper than at Singapore, and for the expenditure of possibly six to seven millions sterling for the Singapore scheme, Cape Town harbour could be equipped with a feature badly needed by the navy and merchant shipping.

## CHINESE INDUSTRIAL MISSION.

LEAVES GENEVA FOR ROME.

GENEVA, December 26th.

The Chinese Industrial Mission, headed by Chang Chien, junior, left from Italy on December 22nd. The mission, entitled its visit to Geneva, owing to the arrangements made by the Italian Government for its reception at Rome.

All the high officials of the League of Nations are satisfied with the result of the visit of the Chinese delegates, as it is the first time that officials of the League got in touch with important Chinese, who have influence both in governmental and social circles.

## A JAPANESE UNIVERSITY DESTROYED BY FIRE.

NAKASAKI, December 26th.

A fire broke out last night at the Imperial University at Fukuoka. The entire building and the Engineering College was destroyed. The damage is estimated at five million yen.

## FUNDS FOR SALARIES AT PEKING.

PEKING, December 26th.

In spite of the official holiday, the Cabinet held a meeting yesterday, at which financial affairs were discussed.

It is understood that the end of the year for the payment of various organisations, including the Metropolitan Police, who are to receive one month's salary, while the staffs of the official departments are to receive only a portion of one month's pay.

## SINO-RUSSIAN NEGOTIATIONS.

PEKING, December 26th.

The return to Peking of Lu Yuang Chuan and Chen Yo Lu, the Manchurian delegates appointed by Chang Tiao-lin to watch the Sino-Russian negotiations, is accompanied by rumours that these negotiations are being resumed at an early date.



## CABLES.

LATEST CABLES.  
[THROUGH ROUTES' AGENCY.]CHURCH REUNION.  
MOVEMENT TAKING SHAPE.

LONDON, December 26th.

The fact that three private conferences have been held at Malines within the past two years between unofficial representatives of the Anglican and Roman Catholic churches, with a view to exploring outstanding barriers between the two churches, was revealed in a Christmas message on the subject of the reunion of the churches which the Archbishop of Canterbury addressed to Anglican Archbishops and Metropolitan Bishops.

The principal Catholic representative was Cardinal Mercier, while Bishop Gore was amongst the five Anglicans at the third meeting a few weeks ago. The conferences, the latter two of which were apparently held with the official cognisance of the Pope and the Archbishop of Canterbury, discussed, *inter alia*, administrative problems which might arise if an agreement were reached on the doctrinal and historical questions which are keeping the two churches asunder.

The Archbishop of Canterbury declares that the discussions are still in the elementary stage, and no estimate can yet be formed regarding their ultimate value, but it seems indubitable that good must ensue and it is impossible to doubt that further conversations must follow, though he admits that the difficulties are immense and may prove, for some time, insuperable.

The Archbishop considers that the position of the Church reunion movement in Great Britain itself is fraught with abundant hope, while from overseas reports are steadily arriving showing the eager welcome the reunion appeal received, both in non-Episcopalian and Episcopalian Churches.

## AUSTRALIAN SHIPPING REPORT.

## THE YEAR'S OUTSTANDING AUCTION.

LONDON, December 26th.

The annual report of the Australian Commonwealth Lines, shipbrokers, Messrs. Turner, Davidson and Company, points out that while freight and prices for secondhand tonnage have increased, the cost of new tonnage has increased at least ten shillings per ton, chiefly owing to the rise in the price of steel plates.

Last year has generally been depressing for shipowners. The breaking up market has been the chief outlet for old tonnage, Germany, Italy and Holland being the principal buyers.

British and foreign tonnage totalling 775,101 tons was laid up in the United Kingdom up to the quarter ended October 1st, of which 727,134 tons were British owned, an increase of 41,998 tons as compared with July 1st.

The outstanding auction of the year was four 5,000 ton vessels built at Hongkong, acquired by British shipowners for £215,000, with two 5,100 ton vessels built at Shanghai, for £260,000 each, which showed a loss that must have been considerably over £1,000,000.

The cargoes in Japan resulted in a demand for second-hand tonnage, up to 9,000 tons, and a large number of boats bound to and in Eastern waters were sold.

## ACQUITTAL OF GERMAINE BERTOU.

## PRESS DISCUSSION ON THE VERDICT.

PARIS, December 26th.

The acquittal of Germaine Bertou, the Communist girl, is hailed by the Communist Press as a victory for the Republic and a blow at Fascism in France, and vengeance for the death of Jaurès.

On the other hand, the *Patriot Français*, denounces the verdict as a crime, while the majority of moderate journals deplore the result of the trial.

It is noteworthy that, the Advocate-General, after claiming the full penalty of the law, without extenuating circumstances, recalled that Platon Christian would have pleaded extenuating circumstances, as did his benevolent mother. The Advocate-General associated himself with that plea.

## INTERNATIONAL EARTH-QUAKE INSURANCE.

## ITALIAN RED CROSS SOCIETY HAS PLAN.

LONDON, December 26th.

The President of the Italian Red Cross Society has submitted to members of the League of Nations a plan to establish an international insurance fund against earthquake and similar catastrophes.

## ECHO OF SOUTH AFRICAN REBELLION.

## MARITZ UNDER ARREST.

CAPE TOWN, December 26th.

Maritz, the leader of 1914 rebellion, who recently returned to Africa from Germany, left Lourenco Marques for Pretoria with a view surrendering, and was arrested on crossing the border.

## FIRE ON "MOLDAVIA"

## VALUABLE CARGO ENDANGERED.

FREMANTLE, December 26th.

A serious fire has broken out in the forward hold of the s.s. *Moldavia*. The hold is being flooded at the rate of three thousand gallons a minute.

Cargo valued at £100,000 is endangered.

## EARLIER CABLES.

## AN ENGLISH CHRISTMAS.

## SNOW AND RAIN.

LONDON, December 26th.

The holiday weather was varied throughout England, but chiefly wet. It was dismal in London, while there was plenty of snow in the Midlands and the North. More holiday-goers than ever departed for different parts of Britain, a goodly proportion of whom went to the seaside resorts and boarding houses, where ready-made meals and festivities were obtainable. Similarly, there was a large influx to the Metropolis of county families who are making Christmas a time for visiting town. The West End hotels were full and vied with one another to provide attractions and novel forms of pleasure.

## THE MISSING AIRSHIP.

## THOUGHT TO HAVE DESCENDED IN SEA OR DESERT.

PARIS, December 26th.

Air experts are of opinion that the French airship *Dixmude* has descended either in the sea or desert, owing to lack of fuel. Meanwhile it is hoped that at least some of those on board have escaped. The dirigible carried parachutes, life-boats, arms and ammunition and a week's food and water.

## ARMY AEROPLANES TO SEARCH DESERT.

PARIS, December 26th.

The Ministry of Marine stated this morning that no news had come to hand regarding the *Dixmude*.

The Maritime Prefect at Toulon has received news that squadrons of army aeroplanes have left Tugurt to reconnoitre the desert.

## REPARATIONS QUESTION.

## COMMITTEE MEETINGS ARRANGED.

PARIS, December 26th.

The Reparation Commission has decided to send out invitations to members of the expert committees. Sir Robert Kindersley replaces Mr. Norman for Britain. The third American will be the Los Angeles banker, Mr. Henry Robinson. The first committee meets on January 14th and the second on January 21st, in order to enable Mr. Robinson to reach Paris from California.

## INDIA AND SOUTH AFRICA.

## MR. SAPRU'S SUGGESTIONS.

POONA, December 26th.

Sir T. P. Sapru, in his presidential address to the All-India National Liberal Congress, urged the need of strong Government action in respect of Indians in South Africa. He suggested the raising of a tariff against African coal, and the reduction of freight on Indian coal, thereby encouraging the local industry. He emphasised that the Liberals would not tolerate revolutionaries, but recognised the desirability of extending constitutional reforms.

## COTTON TRADE PROSPECTS.

LONDON, December 26th.

The *International Cotton Bulletin* says the trade in cotton goods in Britain is mostly unimpaired. The prospect of an appreciable improvement is not apparent. It urges the utmost efforts to increase supplies everywhere, as if the demand increases the scarcity will cause inability to take full advantage of same. It points out that whereas most English mills run twenty-four hours a week, the Japanese run sixteen hours a day.

## LATEST CABLES.

## FIRE IN CHICAGO HOSPITAL.

## FIFTEEN PATIENTS PERISH.

CHICAGO, December 26th.

It is known that fifteen persons were burnt alive or suffocated, and it is believed that at least three others perished in a fire at the Chicago State Hospital for Insane, which destroyed the frame structure used as a dormitory for tubercular patients.

## HONDURAN DEBT.

## AGREEMENT SIGNED FOR PAYMENT.

TEGUCIGALPA, December 26th.

The Government of Honduras has signed an agreement for the payment of the Honduran debt, on the basis of £25,000 for each £100,000 bonds issued between 1867 and 1870. Loans totalling £2,328,570 were contracted during that period for the purpose of building a Trans-Oceanic Railway, but the scheme failed and no interest has been paid since 1872.

## SEQUEL TO U.S. DESTROYER DISASTER.

## SQUADRON COMMANDERS SENTENCED.

WASHINGTON, December 26th.

A Naval Court Martial has sentenced Captain Watson and Lieutenant Hunter, commanders of the destroyer squadron which crashed on the rocks on the Californian coast several months ago.

Watson has been reduced 150 numbers in the promotion list and Hunter one hundred.

## EARLIER CABLES.

## U.S. TRADE FIGURES.

NEW YORK, December 26th.

The Federal Reserve Board's November report says the production of the basic industries has decreased two per cent, chiefly due to the reduced output of iron and steel and smaller sugar moltings. The volume of unemployment is two per cent, smaller than in the spring. Wholesale trade has decreased thirteen per cent, and demand for which is most exceptional, has declined four per cent about the spring.

(Continued at foot of next column.)

## LORD MAYOR'S BANQUET.

## INTERESTING SPEECHES.

## PRIME MINISTER ON BRITAIN'S FIRST DUTY.

Just as the Lord Mayor's Show earlier in the day had been in the nature of an Empire pageant, so the banquet in the historic Guildhall at night on November 26th bore very appropriately something of the character of an Empire festival. Of all the distinguished company which assembled to do honour to the newly-elected Lord Mayor none received a more generous and whole-hearted welcome than that which was accorded, at the reception which preceded the banquet, to the Dominion Premiers and delegates to the Imperial Conference. The speeches, too, were in accord with the general desire to show to our overseas visitors how sincere is the spirit of mutual goodwill which binds the Empire together.

When the Lord Mayor and Lady Mayoress entered the library shortly after six o'clock the room was already well filled. Their approach was heralded by a fanfare of trumpets. The Lady Mayoress, in a beautiful mauve gown, was attended by eight maids of honour and a small train-bearer in the Court dress of the early Georgian period. While they were Sheriff Dron and Bennett and their ladies. Then followed what seemed an interminable roll of distinguished names as the Master of Ceremonies announced each guest.

Replying to the toast of "His Majesty's Ministers" the Prime Minister said (*inter alia*): "More than six years have passed since the Imperial War Cabinet passed an important resolution on the questions of Imperial Preference and migration. Its importance was fully recognised in 1917, and it is worth while recording the words of the resolution, which ran as follows:

"The time has arrived when all possible encouragement should be given to the development of Imperial resources, and especially to making the Empire independent of other countries in respect of food supplies, raw materials, and essential industries. With these objects in view this Conference expresses itself in favour of:

1.—The principle that each part of the Empire, having due regard to the interests of our Allies, should give specially favourable treatment and facilities to the produce and manufactures of other parts of the Empire.

2.—Arrangements by which the intending emigrants from the United Kingdom may be induced to settle in countries under the British flag."

These subjects have been discussed at length at the Imperial Conference and if I may say a word about Preference, each Dominion is master in its own fiscal hold, and has adopted its own fiscal policy; but that has not been inconsistent with considerate treatment of one Dominion by another, and on the part of all Dominions by the Mother Country. We have sought in this Conference to have an increasing regard for the needs and aspirations of one another. We have not been able to travel in this matter as far as some of the Dominions would have us, but we are definitely moving towards a closer commercial co-operation; and how much further, how much faster we dare move, rests with the people of this country. (Hear, hear.)

You have read of specific extensions proposed, extensions of great importance, for Mr. Bruce has stated that the Preference that has been announced, or rather which we have announced our intention of proposing to Parliament, will make possible the full development of his Murray River scheme, which, it is expected, will support three-quarters of a million people. There is no doubt that in that district the Empire will supply fruit in such abundance as to make any possible change of price negligible.

Similarly with regard to sugar. Increasing quantities can be grown inside the Empire, but although the preference given is substantial, there is no certainty as to the future, and it is therefore proposed to stabilise the present value of the sugar preference to ten years, thus giving the security necessary for the development of the industry.

(Continued on next column.)

## U.S. COASTWISE SHIPPING LAWS.

## QUESTION OF EXTENSION TO PHILIPPINES.

WASHINGTON, December 26th.

President Coolidge has asked Mr. Jones, chairman of the Commerce Committee, to submit recommendations for the extension of the coastwise shipping laws of the United States to the Philippines, which, under the existing merchant marine law can be done by Presidential proclamation whenever the American shipping facilities are deemed adequate; and thereafter only American ships will be permitted to engage in trade between the United States and the Philippines. It is understood that both the Commerce Committee and the Shipping Board regard the American shipping facilities as being sufficient. Mr. Harding refused to issue the proclamation on the ground that it might conflict with a number of existing treaties to which the United States is a party.

## FRANC SHOWS BIG DECLINE.

NEW YORK, December 26th.

The French exchange market to 4.91. It is asserted that this fall to below five cents, demand for which is most exceptional, has been influenced by the increased dollar in Paris.

The Home Government has agreed to certain measures of financial co-operation where such help will lead to orders being placed at home, and the value of this double policy of preference and financial co-operation is plain. It means orders placed in this country. It means the development of transport and utility undertakings which will directly assist in the growth of such raw materials as cotton. And it means the absorption of settlers and growing markets for our goods. (Cheers.)

The whole policy is a practical one, and the Conference has considered the question of Empire settlement. The initial discussion demonstrated that the extent of the settlement must necessarily depend on the reasonable certainty of markets to absorb the produce of the settlers, and upon the rate of development which, in its turn, rests largely on finance. Therefore the key to settlement lay in the extent to which development could be accelerated, the financial co-operation which could be undertaken, and the market which could be created by preference. The question has been thrashed out in all its aspects by the Conference.

I believe that when the necessary legislation is passed we shall find that a great many of our hopes and ambitions have been realised. These meetings have been a most valuable experience for all of us—for us at home and for those from overseas. We can only recognise the sacrifice involved on the part of those who have come such great distances, but we hope that in time communications will be so improved that we shall see more of each other at a less cost of time and effort. I remember how Mr. Page, in that great work of his written in the early days of the war with accurate vision, said that when the war ends the world will not take up its knitting and sit quietly by the fire for many a long year. That is true, but it is no reason why the British Empire should not try its own hearthstone, and why we should not attempt to make at least a happy fireside clime for the family of nations to which we are so proud to belong.

It is an easy transition from these reflections to a brief consideration of British foreign policy. That policy must of necessity be directed to the safeguarding and maintenance of British interests. (Hear, hear.) The interests of the British Empire in foreign countries are first of all economic and commercial. When we speak of peace being the greatest British interest we mean that British trade and commerce, which are essential to the life of our people, flourish best in conditions of peace.

They expand or contract in proportion as the world is at peace or is disturbed by war or the result of war. War, revolutions, international jealousies and quarrels are alike inimical to our interests. And these trade interests are not the materialistic or selfish affairs which people would make of the world believe who talk sneeringly of a nation of shopkeepers. International justice and good-will towards all mankind—(cheers)—and British Ministers are justified in placing the promotion of our trade in the forefront of our foreign policy. That policy is often misunderstood and criticised. We are accused sometimes by our friends of being anti this, and pro that, while in fact we pursue the course—as other countries do—of our national interests, sure in our confidence that those interests harmonise with the highest ideals of international justice and the demands of free and active intercourse between all nations. (Cheers.)

The situation in Western Europe is still one of grave anxiety, and it cannot be said that the Great Powers largely involved have so far been successful in finding a solution. And hence it was that we hailed with particular satisfaction the signal of renewed willingness on the part of the United States of America to co-operate with Europe in this task. This does not, in our opinion, involve any attempt to drag America into European entanglements or to make her the arbiter of European evidence. She would emphatically repudiate either interpretation herself, but her interests in the economic recovery of Europe, in which she must inevitably play a considerable part, is no less than our own, and she is capable, by reason of her detachment, to form judgments and offer advice which will be recognised and accepted by all.

Whether the efforts to bring about a conference which is now under discussion will succeed it is yet too early to say, and it would be premature to hazard a guess as to the particular form that it will take, but that Europe should be allowed to drift to her doom while the Powers look on with folded hands is not to be thought of, and the entire weight of our authority and of influence will be and is being thrown into the scales in favour of that co-operation with America, that common action between all by which, just five years ago the war was won, and by which alone peace can be secured. (Cheers.)

Allied co-operation is not exclusively an international interest. It is a British interest. There is a distinct and logical line of connection between what is happening in Western Europe and the condition of our own people. And, pray, let it be believed it is from no exclusively abstract or ethical consideration, nor, again, from the standpoint of treaty obligations alone, that Great Britain acts and will continue to act. She is, and she must be, inspired by regard for her own interests, by the contemplation of the industrial disorder in our own country, and by the spectacle of unemployed millions and diminished exports. Under these circumstances our duty, first and foremost, is to our own people. (Cheers.) Let us never forget that at the same time we are grappling with the possible recovery of the whole world. (Cheers.)

## OUR COMMAND OF THE SEA.

Barl-Beatty, responding for the Navy to the toast of "The Imperial Forces," said: "At the Washington Conference the strength of the navies of the Great Powers was definitely laid down so far as capital ships and aircraft carriers were concerned. It was recognised that our peculiar situation as a scattered Empire admitted of special treatment in the matter of cruisers. The lines of communication between the great Dominions, India, the Colonies, the Mother Country, and each other lie upon the sea, and for their protection cruisers are all-important. The approximate length of the British trade routes is 80,000 miles. At any given moment there are over 1,000 British merchant ships scattered over these routes, and as attack may be made at any point of the 80,000 miles, it will be realised what a gigantic task is the protection of shipping in war time, and how impossible it is to carry it out without an adequate number of cruisers.

What is a capital ship? It seems to me that it can best be defined as a ship which combines the greatest offensive powers with powers of defence, which make it capable of withstanding attack all other types and weapons that can be brought against it. It must in addition possess speed and good sea-keeping qualities. The capital ship of to-day has to meet very different forms of attack from those to which it was exposed a few years ago. Not only have guns and torpedoes developed immensely, but submarines and aircraft are additional weapons to contend with. The gun has gone to greater velocity, the shell has greater bursting charge, and the protecting armour has had to be increased accordingly. The increased efficiency of the torpedo has led to the successful adoption of new methods of underwater protection.

The advent of the submarine has increased the liability of ships to torpedo attack, and this has necessitated the development of anti-submarine measures to counter it. We have made great progress, and the race between the submarine and anti-submarine measures is somewhat similar to that between the gun and the armour. To-day the development of anti-submarine devices is more than keeping pace with the submarines, so much so that to the Power in command of the surface of the sea the submarine is not a great menace. To a Power weak on the surface of the sea it is a serious menace.

Then we come to the question of air attack on the capital ship, and the means for countering and defeating it. The improvement in armour protection against the gun is effective against the bomb, and the underwater protection against the torpedo is equally effective against aircraft bombs bursting close alongside a ship. Anti-aircraft fire has made great strides, and we should be able to rely on our own fleet aircraft for counter-attack. The decision that capital ships can be equipped to withstand all these forms of attack has not been reached without the most careful investigation, or without giving every consideration to the points which have been urged against it by those who hold that the day of the large surface ship is past.

To turn again to the air. Nowhere is the importance of this arm more fully recognised than in the Navy. It is not too much to say that in the future no fleet, no ship, will be fully equipped without aircraft. They are becoming an additional indispensable weapon of the fleet, as indispensable as guns or torpedoes, and as much a part of a ship's equipment. To command a fleet in the future, an officer's knowledge of the value and use of aircraft must be as intimate as his knowledge of the value and use of gun, torpedo, and submarine. The aeroplane has definite functions in the gunnery organisation of each ship. It may well be that the Commander-in-Chief and his staff will be quartered on board an aircraft carrier. During operations Staff officers in aeroplanes, far in advance of the fleet, should be able to give information enabling him to dispose his forces to the best strategic and tactical advantage. Victory may well depend upon this. (Cheers.)

As in the case of the submarine, it is only the power which commands the sea that can secure the full use and freedom of action of aircraft borne in aircraft carriers and in other vessels of the fleet. It is therefore imperative that the air arm of the Navy should be developed, unhindered, side by side with the gunnery arm, and that a proper proportion of the personnel of the Navy should be devoted to its development as is the case with the other arms.

THE SINGAPORE BASE.

Perhaps I may be permitted to say a word about Singapore. This project of developing Singapore, or I might say putting it in order, has been criticised as if it were something new. This is by no means the case. For many years it has been a base, recognised by the most astute as being the best strategic position in the Far East. The Western Pacific has long been a station for strong British Forces, and the need for strength is surely no less to-day than it was in the past. Our possessions are no less; their value is ever increasing. The great Dominions of Australia and New Zealand have grown in population and prosperity. They require protection as much or more than in the past. The same may be said of India and the Crown Colonies. If those responsible for our destinies were to say that we can afford to rely for existence upon good will of others, then Singapore would not be of others, but if insurance is wise, if our interests are to be properly safeguarded, then Singapore must be brought up to date. A modern properly equipped base. The nearest existing base which possesses the necessary facilities is Malta, 6,000 miles away. The naval forces of the Empire include the naval forces provided by the Dominions, and it does not require much imagination to look forward to the day when the Dominions, as they grow in

power and wealth, will not only assist in guarding the sea communications in the vicinity of their own coasts, but will provide a quota of the main fleet, which is the basis of our sea power and which forms the support for the squadrons operating on the distant ocean routes. This envisages the development of Dominion navies, and I wish to make it perfectly clear that the Admiralty are definitely in favour of this policy, and will do all in their power to assist in the development of such naval forces as the Dominions may feel able to create. (Cheers.)

There is, however, an even more vital question than ships and armaments. I refer to the personnel. That personnel must be sufficient in numbers, and its high standard of efficiency must be maintained. The post-war reductions have reached a point where a halt must be called. If a 5-3 ratio be taken for personnel, as for capital ships, then we are at present below our numbers. Our larger requirements in cruisers render this shortage more pronounced, and some expansion will be necessary. Of the efficiency of the personnel, its discipline, and spirit at the present moment I can speak with enthusiasm and pride.

## THE ARMY OF TO-DAY.

General the Earl of Cavan, replying for the Army, said that soldiers were grateful to Lord Derby for his pronouncement in the House of Lords last summer that there would be no further reductions in the fighting troops. The Army lost 20,500 men, 5,000 horses, and 264 guns as the result of the Gallies axe. The Army of to-day, for all its diminution in size, was determined to make itself a harder-hitting, quicker-moving instrument, and the keenness with which all ranks of the Regular and Territorial Army had applied themselves to this task was the outstanding feature of this year's training. New developments in wireless, tanks, in mechanical transport, in armoured cars, in anti-tank weapons, were being unfolded daily, and with this development came increased interest in the profession of arms, though he hoped the might not be misunderstood. The soldier did not want war. (Hear, hear.) The work of General Harington at Constantanople, and the tactful and careful work of General Godley on the Rhine should be proof enough of this. There was no militarism in the British Army. (Hear, hear.)

There was just one point where our armour was weak, and he made an appeal to them for help. Recruiting for the anti-aircraft brigades in the Territorial Army was not good. They had only 700 men out of 3,000 that were wanted for the two brigades already authorised. Later another 12,000 would be required, speaking, he required. They wanted them for the definite task of defending their own homes, and they would be recruited and trained near to the localities which they would have to occupy if war came. They were wanted, therefore, to defend their own kith and kin. On the larger questions of the defence of the Empire they were in close touch with staff officers of the Dominions. It was obviously important that their training and equipment should be on similar lines, and if ever those great free nations who made up the Empire should of their own free will decide to fight by our side, or if ever they called to us, then we should be ready with our plans, for there were ties for stronger than written treaties, and any such call must be irresistible. (Cheers.)

## AVIATION DEVELOPMENT.

Sir Samuel Hoare (Secretary of State for Air) said: "Our Home Defence Force is already considerably stronger than it was twelve months ago, and month by month it will increase in strength, until eventually, as the first necessary stage in our expansion, we shall have a home defence force of fifty-two squadrons, comprising about 600 first-line machines. In this expansion I look to London, and I look to London with some confidence in view of the martial traditions of the capital of the Empire, to play a prominent part. I am making an attempt to include amongst these squadrons certain auxiliary formations somewhat on the lines of the Territorials."

As to the other side my duties, the civil side, we have had a no less equally busy year. I have had the first place to have to try to put our civil air transport on a sound basis; from which it is possible for it to expand and to become a feature of a great national asset. I am glad to say that, thanks to the assistance of several men whose names are known and honoured in the city, I have every reason to hope that I shall succeed in this task. Civil air transport will, I am certain, become in the future one of the recognised means of communication. Even as things are I have during the last six months travelled 2,000 miles in civil machines with safety, comfort, and punctuality.

In the second place I have been doing everything that I could to revive the use of airships, both on the ground that they are of strategic value to our fighting forces and also on the ground that, if they prove successful, they will expedite in a marvellous degree the communications between Great Britain and the distant parts of the Empire. I see no reason why the negotiations, upon which we have been engaged for so many months, should not be brought to a successful conclusion, and why the first steps should not be taken for starting a great Imperial air route between Great Britain and the Far East.

Thirty-one White waitresses (Banister) have been engaged at the New Carlton, Shanghai. "Red lips, other than natural," said the Manager in an interview, "point and powder, and make-up, and gowns have been eliminated, and the women and girls have taken a good looking corps of waitresses. While they will not entirely replace the Chinese staff, they will, I am sure, be greatly appreciated by the patrons, take their orders, and serve them."



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## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL HAMMAY.]

PARIS, November 19th.

Nothing looks sadder or more in good taste for wear when lunching out than the three-piece costume. In cloth, velvet, moire or satin fulgurante, it looks equally well. Black or navy blue are the two shades chosen for preference, a bright note being added, if necessary, by a hat pin, a brooch, a bow, trimmings, or a narrow bandeau. The gloves, hand-bag and even the umbrella should all tone in with the principal colour-scheme. Instead of adhering rigorously to the idea of colour in the ensemble, gloves can be of white or grey and show stitchings or a lining of colour to the gauntlet cuff.

For afternoon tea wear the dainty little silk or crepe Georgeanne frock, with a long coat thrown over it, makes better wear than any other type. This may be changed for a costume in silk or satin-faced cloth, if a more severe type of dress is preferred. For all styles, fur trimmings to a coat are more fashionable than a stole or wrap of fur. The practical attraction of the silk frock that is worn under a long coat is that if one is pressed for time such a frock can be worn quite well at a quiet restaurant dinner as well. In this case a turban toque of panne velvet, trimmed with bunches of feathers, is worn to top it. The long coat may be of cloth or silk, and be trimmed with fur or a border of Cheville round the skirt, collar and deep cuffs. Underneath, one perceives glimpses of a charming dress in satin fulgurante or crepe de Chine that is long of line and exquisitely draped or folded over towards one side, long sleeves that show the shape of the arms, round or oval shapes for the neck, and, very often, an all-over design worked in beautifully shaded threads scattered over the whole. A detail of ornamental trim that is very delightful consists in lining the coat with a similar material to that of which the frock is composed. Dove grey, silver grey, beige and almond green make many of these charming restaurant models.

For evening wear there are simple but effective lace dresses, showing a three-quarter skirt, an elbow sleeve, and a neck that is not too décolleté. Worn with a hat of tulle or lace and trimmed with a silver ribbon, the effect is pleasing without being obtrusive. Black and brown are the two special colours for dinner frocks of this type.

Black still remains the most popular colour for restaurant wear, and when the whim for introducing silver or gold in small or large quantities is indulged in the effect is very bright and attractive, seen against the background of looking-glasses and myriad of electric lights which any smart restaurant offers.

Although it is still somewhat early in the season, fur coats are invariably worn in the evening. In the day-time the three-quarter coat of silk or cloth does duty for a wrap, even if it does not specially belong to the dress worn beneath it. Coats of this type have proved to be so becoming to the majority of women that they have completely ousted the cape from its high pinnacle of popular favour. It is rarely seen now; when it does make its appearance its only effect is to add old-fashioned look to the dress it trims.

The corset, which the modern woman will consent to wear are getting so small that soon they will be no more than simple waist-bands to which the suspender can be attached. The majority of those now worn have no bones except the front busk, but are supplied with at least six suspenders. Dainty models are being made in satin, and trimmed with fine lace and rows of tiny ribbon roses.

For those who have the patience to struggle into them, there are elastic corsets that have no opening whatever and which are obliged to pull on from the feet upwards. Women who wear such models declare them to be the most practical support of all.

Another novel model is made of silk jersey, and is fitted with a lacing up the back and another one down one side. With this, a brassiere is necessary. This is usually very decorative, being made of costly all-over lace, point de Milan, or Belgian point de croix, with a narrow Irish point and mounted on a foundation of net or tulle de soie.

All corsets should be made either in pink or white, and in satin for preference. Blue and other shades should only be chosen when these other colours are unobtainable.

The old-fashioned corset material, showing a decorative pattern worked all over it, is hardly ever worn now-a-days, except by people who retain their conservative tastes in corsets as in other matters.

A modern phase of the art of corseting is that the stouter a person is the more her competitor will encourage her to wear soft, pliable materials such as silk, silk elastic or cotton jersey. Having urged her to choose one of these fabrics, the corsetiers who know her business will then proceed to cut her a model that comes well down over the hips and is fitted with as many suspenders as it can comfortably carry.

The hair ornament is a detail of dress which has ceased to exist as far as day wear is concerned. A comb of carved buffalo-horn or good tortoise-shell may be seen occasionally, but as a rule hair-dressing is left severely simple, and the front hair is draped over the ears so as to harmonise with the present pull-on-type of hat.

For evening wear nothing, perhaps, is so much worn as the low-brow bandeau. A pattern worked in diamante on a band of black tulle is a novelty that is very pretty as well as light and becoming to wear. A design that is very effective shows a rising sun worked in this way, and, as the tulle hardly shows at all when drawn well round the head, the effect is that of so many dew-drops spread out in the form of a sunburst.

The stiff type of bandeau looks well, but only if it accompanies a certain type of gown. A pretty model I saw recently was a twist of apple-green velvet finished at the side with two arm lily leaves that stood out stiffly over the left ear. The dress that accompanied was in white velvet and it was trimmed with touches of almond green velvet similar to that of the bandeau.

(Continued at foot of next column.)

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A head-dress that is seen a lot in smart restaurants consists of a large double twist of velvet in two shades; this is swathed round the head turban-fashion, and from one side falls a long end of satin that reaches to below the waist. This has largely taken the place of the theatre hat.

The narrow head-band of feathers or ribbon seems to appeal to the debutante more than anything else, especially if a tuft of feather or something fluffy droops over each ear, this being chosen in an arresting colour to tone with the dress. Spanish combs are not worn very much now, except in rare cases where a woman possesses one of extraordinary value and beauty which she cannot resist showing off.

Two curling catrich feathers, arranged so as to nestle in the hair at the back, look well on older women, especially those who have white hair, in which case the feathers should be black. For wear with her period frocks, Jeanne Lanvin has designed quaint chignon nets composed of tiny silk flower-buds. The hair is dressed low down in a regular "bun" on the nape of the neck, and this old-fashioned whim is then added.



## You can nurse Baby yourself

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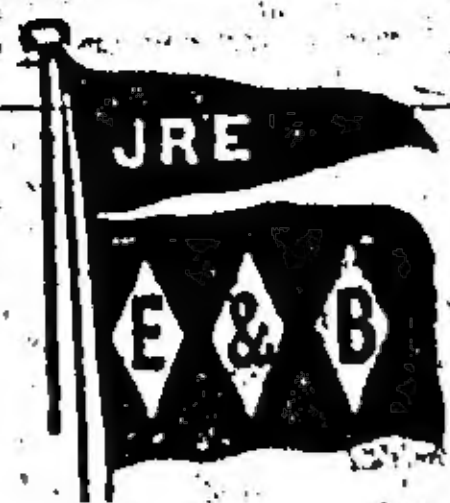






ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF PARIS" ..... 2nd January .....Marseilles, London, Rotterdam  
Hamburg & Hall.

## PASSENGER SERVICE.

"CITY OF PARIS" ..... 2nd January .....Marseilles, London, etc.  
"CITY OF CANTERBURY" ..... 12th January .....Shanghai & Kobe.  
"CITY OF CANTERBURY" ..... 21st February .....Marseilles, London, etc.  
"CITY OF YORK" ..... 30th March .....Do.  
"CITY OF CAIRO" ..... 18th April .....Do.

## FARES TO LONDON.

Single 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 6s. "B" £2 5s.  
Return "A" £4 18s. "B" £4 17s. "A" £4 10s. "B" £4 9s.  
Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 780).

to HOLYOAK, MASSEY &amp; Co., Ltd., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

S.S. "COLORADO" ..... Via Suez Canal ..... 4th Jan., 1924.  
S.S. "PELUS" ..... Via Suez Canal ..... 15th Jan. "  
S.S. "LANGTON HALL" ..... Via Suez Canal ..... 25th Jan. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE LTD., HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

SEATTLE, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, AND SEA,  
ESTR., EUROPE, ETC.

## PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"KAISAR-I-HIND"	11,430	29th Dec., Noon	B'way, Mars, Gib, L'don & A'warp.
<b>1924</b>			
"KHIVA"	9,097	12th Jan.	Marseilles, London & Antwerp.
"SICILIA"	9,813	19th Jan.	Spain, Penang, Colombo & Bombay.
"MACEDONIA"	11,068	26th Jan.	B'way, Mars, London & Antwerp.
"KASHGAR"	8,440	9th Feb.	Mars, L'don & A'warp.
"SOUHAN"	8,696	13th Feb.	Spain, Penang, Colombo & Bombay.
"MOREA"	10,911	23rd Feb.	B'way, Mars, London & Antwerp.
"KARMALA"	9,098	8th March	Mars, London & Antwerp.
"NALDERA"	15,983	22nd March	B'way, Mars, L'don & A'warp.
"SICILIA"	9,813	28th March	Spain, Penang, Colombo & B'way.
"KHYBER"	8,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,952	19th April	do.
"SOUHAN"	8,696	28th April	Spain, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHMIR"	8,950	17th May	do.
"KHIVA"	9,097	31st May	do.

## BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,948	28th Dec., 1 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	22nd Jan.	do.
"JAPAN"	6,052	2nd Feb.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	5th Jan.	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	2nd Feb.	do.
"EASTERN"	4,000	27th Feb.	do.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"UMTA"	8,840	29th Dec. 9 a.m.	Dairen.
"KASHGAR"	8,440	30th Dec. 5 p.m.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	31st Dec.	Amoy, Shanghai, Moji & Kobe.
"SICILIA"	9,813	6th Jan.	Shanghai.
"JAPAN"	6,052	7th Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOREA"	10,911	12th Jan.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	25th Jan.	do.
"SOUHAN"	8,696	1st Feb.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Feb.	Shanghai, Moji & Kobe.
"NALDERA"	15,983	9th Feb.	do.
"KHYBER"	8,014	23rd Feb.	do.
"CHINA"	7,952	8th Mar.	do.
"ARAFURA"	6,000	8th Mar.	Moji & Kobe.
"SICILIA"	9,813	13th Mar.	Shanghai.
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji & Kobe.
"KASHMIR"	8,950	4th Apr.	do.
"SOUHAN"	8,696	9th Apr.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO., Agents.

22, Des Voeux Road Central, HONGKONG.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For NEW YORK &amp; BOSTON via SUEZ

S.S. "KENDAL CASTLE" ..... sailing on or about 29th Jan.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN

PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIUMI having been re-opened for Traffic, Cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

## FOR SEANGHAI, YOKOHAMA &amp; KOBE.

S.S. "PERSIA" ..... sailing on or about 3rd Jan.

S.S. "ANNA" ..... sailing on or about 6th Jan.

S.S. "ROSANDRA" ..... sailing on or about Early Feb.

## FOR BRINDISI, VENICE &amp; TRIESTE

via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "DUCHESSE D'AOSTA" ..... sailing on or about 1st Jan.

S.S. "PERSIA" ..... sailing on or about 7th Feb.

\*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

A STEAMER ..... sailing from Calcutta on or about Early Jan.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED, Agents.

Telephone Central 1050.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Port	Date of Departure
HAIPHONG	YUNNAN	On 28th Dec. 10 a.m.
HOIHOW & SINGAPORE	CHINHUA	On 28th Dec. 10 a.m.
SHANGHAI & TSINGTAO	LUCHOW	On 30th Dec. D.L.
AMOI & SHANGHAI	NEWCHOWANG	On 1st Jan. D.L.
SWATOW & BANGKOK	KWANGCHOW	On 1st Jan. Noon.
MANILA	TEAN	On 2nd Jan. 4 p.m.
SWATOW & SHANGHAI	BOOCHOW	On 4th Jan. 10 a.m.
SHANGHAI & TSINGTAO	SHANTUNG	On 5th Jan. D.L.
AMOI, SWATOW & SINGAPORE	KWENANG	On 5th Jan. 4 p.m.
SWATOW & SHANGHAI	SUIYANG	On 6th Jan. 10 a.m.
SWATOW & BANGKOK	KALGAN	On 8th Jan. 10 a.m.
MANILA	TAMING	On 8th Jan. 4 p.m.
HAIPHONG	YUNNAN	On 10th Jan. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow) and extending to Peking, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-burh cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central 32.

JOHN SWIRE &amp; SONS, LTD., Agents.

CARGO &amp; PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Kobe.
"KUT"	3rd January.	6th January, 1924, D.L.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents. Telephone Central No. 36.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

S.S. "GAELIC PRINCE"	9th Jan., 1924.
S.S. "GOTHIC PRINCE"	28th Jan., "

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone Central 3155

(Incorporated in Great Britain)

Telegrams (Farnprince)

St. George's Building

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## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—via Singapore

Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon.

Singapore, Colombo, Durban and Capetown.

"PAOAMA MARU" ..... Tuesday, 8th Jan.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" ..... Sunday, 30th Dec.

"BORNEO MARU" (Calls at Penang) ..... Friday, 4th Jan.

SAIGON, BANGKOK &amp; SINGAPORE.

"BUSHO MARU" ..... Thursday, 3rd Jan.

CALCUTTA via Singapore &amp; Bangkok.

"VALAY MARU" ..... Wednesday, 16th Jan.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER via Shanghai and Japan Ports.

"MANILA MARU" ..... Saturday, 10th Jan.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYRE MARU" ..... Middle of Dec. from Shanghai.

"HAMBURG MARU" ..... Middle of Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama &amp; Nagoya.

"CELEBS MARU" ..... Monday, 31st Dec.

"MANILA MARU" ..... Thursday, 10th Jan.

KEELUNG via SWATOW &amp; AMOI.

"KADO MARU" ..... Sunday, 30th Dec. 10 a.m.

TAKAO via SWATOW &amp; AMOI.

"SOSHU MARU" ..... Sunday, 6th Jan. 10 a.m.

TAKAO &amp; KEELUNG.

"SOUBABAYA MARU" ..... Thursday, 3rd Jan. 8 a.m.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

E. SHIMA, Manager.

Teleph. Nos. 4088, 4089, 4090.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Prospect" ..... Due Hongkong 2nd Jan.

Leave Hongkong 3rd Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO SINGAPORE.

U.S.S. "West Faron" ..... Due Hongkong 27th Dec.

Leave Hongkong 28th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO MANILA, CEBU, ILOILO AND P. I. PORTS.

U.S.S. "West Carmona" ..... Due Hongkong 10th Jan.

Leave Hongkong 11th Jan.

For Full Information Apply to—

STRUTHERS AND BARRY.

1st Floor, Queen's Building,

Phone Central No. 8006.

A. E. FRANKO,

Acting Gen. Agent.

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## M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	7th Jan., 1924.
ANDRE LEBON	—	—	21st Jan., "
AMBOISE	30th Nov.	3rd Jan.	4th Feb., "
GORDILLERE	14th Dec.	17th Jan.	18th Feb., "
ANGERS	25th Dec.	31st Jan.	3rd Mar.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £ 55. 0s. 0d. B CLASS (1st Class) £ 39. 0s. 0d.

STEAMERS (2nd) £ 39. 0s. 0d. STEAMERS (2nd) £ 39. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"METNAM" loading for MANILA, MARSEILLES, HAVRE, ANFWEKE &amp; DUNKERQUE, about 11th January, 1924.

Also through Bill of Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740.

[1]

8, QUAI DE LA SEINE.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOI &amp; FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG — Capt. F. J. Gill Friday, 28th Dec., at 1 p.m.

HAIFOONG — Capt. W. J. Parnmore Wednesday, 2nd Jan., at 12 Noon.

HAIHONG — Capt. Ellis Walker Friday, 4th Jan., at 1 p.m.

\*Calling at Amoy for Passengers only.

Arrive and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Manager

[18]

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO.

THE OSAKA MARINE &amp; FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISH



## POST OFFICE NOTICE.

## NEW YEAR HOLIDAYS.

On Tuesday, the 1st, and Wednesday, the 2nd January, the G.P.O. and the Branch Post Offices will be open as follows:—  
The G.P.O.—from 8 a.m. to 9 a.m. on the 1st, and from 8 a.m. to 9.30 a.m. on the 2nd.  
Kowloon Branch—From 8 a.m. to 9 a.m., and from 5.30 p.m. to 8 p.m. on both days.  
Sheungwan Branch—From 8 a.m. to 9 a.m., and from 5.30 p.m. to 8 p.m. on both days.  
Saiyungwan, Wantai, Yau-mai, and Shum Shui Po Branches—From 8 a.m. to 9 a.m., and from 5 p.m. to 6 p.m. on both days.  
There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence on Wednesday, the 2nd January, at 9 a.m.  
There will be one delivery from the Branch Post Offices each day at noon.  
The Money Order Office will be entirely closed during the Holidays.

The public are reminded that all articles sent through the post which are closed against inspection are liable to letter rates of postage.  
Xmas and New Year Cards posted in closed covers with the corners cut and prepaid at the rate for printed matter will be taxed at letter rates.

## INWARD MAILS.

FROM	PER	DATE
STRAITS	Enil Kirdorf	28th Dec.
STRAITS	Torilla	28th Dec.
SHANGHAI	Antar-I-Had	28th Dec.
Express via Suez (Letters & Papers, London, 20th Nov.), and Parcels, 21st Nov.	Kashgar	28th Dec.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres Grant	30th Dec.
U.S.A., JAPAN AND SHANGHAI	Pres Wilson	3rd Jan.

## OUTWARD MAILS.

FOR	PER	DATE
Japan	Nanseng	Friday, 28th, 10.30 A.M.
Hohow and Haiphong	Haitan	10.30 A.M.
Swatow, Amoy & Foochow	Haiching	Noon
*Straits and Calcutta	Takada	Noon
Swatow and Amoy	Fan Choon	2.00 P.M.
Shanghai	Feng Lee	2.30 P.M.
Saigon	Lyeon	5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Adda.	Kaiser-I-Hind	Parcels, 28th, 5.00 P.M.
Bombay, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 26th Jan.		Saturday, 29th, 9.45 A.M.
		Letters, 10.30 A.M.
Dairen	Umto	8.00 A.M.
Hohow and Haiphong	Kipui	8.30 A.M.
Manila	Yucuan	9.30 A.M.
Amoy	Tijodas	10.00 A.M.
Saigon	Kashgar	2.30 A.M.
Manila	Pres Grant	Sunday, 30th, 9.00 A.M.
Swatow, Amoy and Formosa	Kaijo Nara	9.00 A.M.
Shanghai and Japan	Kashgar	9.00 A.M.
Hohow and Bangkok	Chunwang	Monday, 31st, 8.30 A.M.
Straits and Egypt	Dardanas	10.30 A.M.
Straits & Calcutta	Lauyang	1.00 P.M.
Amoy	Newchwang	5.00 P.M.

\*Correspondence bearing vessel's name only.

## COMMERCIAL.

## OPENING QUOTATIONS.

27th December, 1923.	
ON LONDON.—	
Telegraphic Transfer	2/3 1/2
Bank Bills, on demand	2/3 15/16
Bank Bills, at 30 days' sight	2/4
Bank Bills, at 4 months' sight	2/4 11/16
Credits, at 4 months' sight	2/4 11/16
Documentary Bills, 4 months' sight	2/4 13/16
ON PARIS.—	
Bank Bills, on demand	1.005
Credits, 4 months' sight	1.063
ON NEW YORK.—	
Bank Bills, on demand	50
Credits, at 30 days' sight	52 1/2
ON BOMBAY.—	
Telegraphic Transfer	183
Bank Bills, on demand	183
ON CALCUTTA.—	
Telegraphic Transfer	183
Bank Bills, on demand	183
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	109
ON MANILA.—	
On demand	100 1/2
ON SINGAPORE.—	
On demand	89
ON BATAVIA.—	
On demand	138
ON LAFRANCO.—	
On demand	nom.
ON BARCELONA.—	
On demand	79 1/2
SOVEREIGN, Bank's Buying rate	3 8/10
GOLD LEAF, 100 fine, per tael	10.20
BAR SILVER, per oz.	33 9/16

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
Authorized Capital—£50,000,000  
Issued and Fully Paid-up—£30,000,000  
Reserve Funds—  
Sinking—£4,500,000  
Silver—£34,500,000  
Reserve Liability of Proprietors—£20,000,000

Directors:  
Hon. Mr. A. O. LANE—Chairman.  
D. G. M. BERNARD, Esq.—Deputy Chairman.  
A. H. COMPTON, Esq. J. A. PLUMMER, Esq.  
G. T. M. EDWARDS, Esq. N. L. WATSON, Esq.  
Hon. Mr. P. H. HOLYMAN, Esq. H. P. WHITE, Esq.  
W. L. PATTERSON, Esq.

Chief Manager:  
Hon. Mr. A. G. STEPHEN.  
Acting Manager: Hongkong—  
J. McARTHUR, Esq.  
Manager: Shanghai—G. H. STETT, Esq.

LONDON BANKERS:  
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FOREIGN DEPOSITS accepted for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 14th November, 1923. [27]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.  
For the HONGKONG & SHANGHAI BANKING CORPORATION.  
G. STEPHEN, Chief Manager.  
Hongkong, 14th November, 1923. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.  
HEAD OFFICE—LONDON.

Paid-up Capital—£2,000,000  
Reserve Fund—£2,300,000  
Reserve Liability of Proprietors—£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
A. H. FERGUSON, Manager.  
Hongkong, May 8th, 1923. [31]

## THE BANK OF TAIWAN.

## LIMITED.

(TAIWAN GUKO.)  
Incorporated by Special Imperial Charter, 1892.

Capital Subscribed—Yen 60,000,000  
Capital (Paid-up)—Yen 62,500,000  
Reserve Funds—Yen 12,980,000

## HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:  
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
FORMOSA—Gilan, Kagi, Kankou, Keelung, Makung, Nanto, Pusan, Shichien, Taichu, Tainan, Takow, Tamsui, Toiyen, Aio.

CHINA—Shanghai, Hankow, Kiangsu, Amoy, Foochow, Swatow, Canton.  
OTHERS—Hongkong, Bangkok, Singapore, Batavia, Samarang, London, New York.

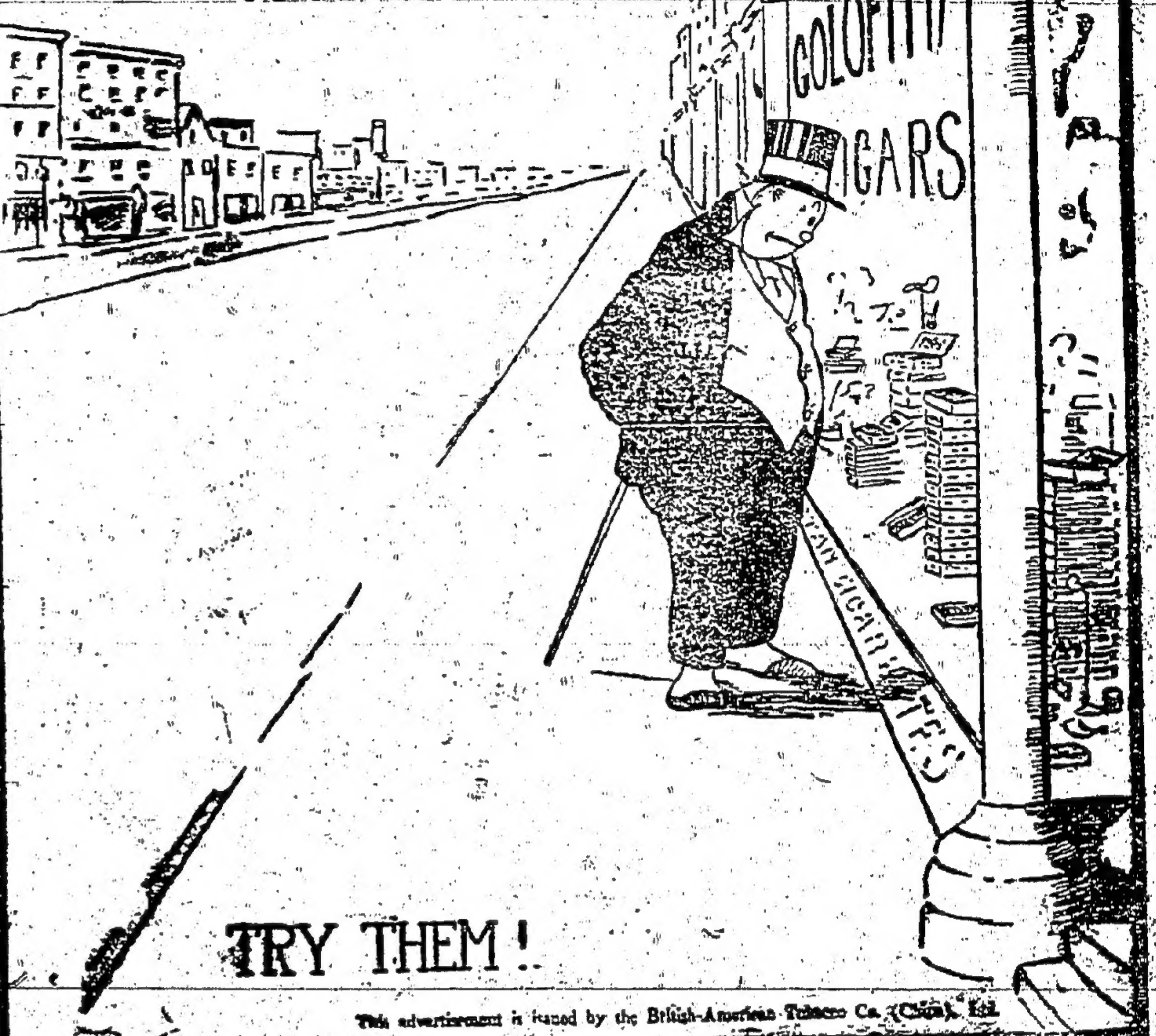
LONDON BANKERS:  
LONDON CREDIT AND INVESTMENT BANK, Ltd.  
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippines, Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

G. KONDOE, Manager.  
HONGKONG BRANCH,  
4, Des Voeux Road,  
Hongkong, 14th September, 1923.

## Golofina

THE  
"Perfect Condition"  
JAMAICA  
CIGAR.



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

## THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE:  
15, Gracechurch Street, London, E.C. 3.

Authorized Capital—£3,000,000  
Subscribed Capital—£1,800,000  
Paid-up Capital—£1,050,000  
Reserve Fund—£1,200,000

BANKERS:  
THE BANK OF ENGLAND,  
THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES:  
Bangkok, Calcutta, Cebu, Hongkong, Kanton, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Yokohama.

HONGKONG BRANCH:  
Every description of Banking and Exchange business transacted.  
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.  
N. C. WILSON, Manager.  
7, Queen's Road Central, Hongkong, September 28th, 1923. [32]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 80, Boulevard Haussmann, Paris.

Subscribed Capital—Yen 72,000,000  
Paid-up Capital—Yen 63,400,000  
Reserve Fund—Yen 49,687,352.34

BRANCHES:  
Bangkok, Canton, Hankow, Harbin, Hongkong, Kanton, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Yokohama.

BANKERS:  
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.  
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.  
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every restriction of banking and exchange business transacted.  
C. E. GOY, Manager.  
Hongkong, December 18th, 1923. [33]

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:  
No. 10, Des Voeux Road C., HONGKONG.

Authorized Capital—£10,000,000  
Paid-up Capital—£5,000,000  
Reserve Fund—£900,000.00

DIRECTORS:  
Mr. Fong Wah Tung, Chairman.  
Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager—Mr. Kan Tong Po.  
Asst. Manager—Mr. Li Tse Fong.

BRANCHES & AGENCIES:  
LONDON, NEW YORK, SAN FRANCISCO, HONGKONG, KANTON, SHANGHAI, MANILA, BOMBAY, CALCUTTA, CANTON.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum, on Savings Accounts 3 per cent. per annum, and on Fixed Deposits at the following rates:

For 6 months at the rate of 3 per cent. per annum.  
For 12 months at the rate of 4 per cent. per annum.  
For 18 months at the rate of 5 per cent. per annum.  
KAN TONG PO, Chief Manager.  
Hongkong, February 28th, 1923. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)—Yen 100,000,000  
Reserve Fund—Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:  
Batavia, Bombay, Calcutta, Cebu, Hongkong, Kanton, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Yokohama.

London Bankers—The National Provincial and Union Bank of England, Ltd.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

T. NISHIYAMA, Manager.  
Hongkong, 17th Sept., 1923. [35]

Printed and Published by HENRY ADOLPHUS CLEVERLEY for the HONGKONG DAILY PRESS, Ltd., at 11, Charter Road, Victoria, Hongkong.

Office: 121, Fleet Street, E.C. 4.

## NEDERLANDSche HANDEL MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY.)

Established 1854.

A. Capital—F. 100,000,000  
Paid-up Capital—F. 80,000,000  
Reserve Fund—F. 19,789,190  
Special Reserve—F. 23,880,000

Head Office—Amsterdam.  
Branches at:  
The Hague—Rotterdam.  
Head Agency—Batavia.

BRANCHES:  
Bandjermasin, Medan, Palembang, Soerabaja, Soerakarta, Tegal, Tjilatjap, Weltevreden, Kots-Badia, Samarang.

Correspondents at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP, Agent.  
Hongkong, August 14th, 1923. [37]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China, on the 2nd of November, 1917.)

Authorized Capital—Yen 400,000,000  
Paid-up Capital—Yen 16,378,000.00  
Reserve Funds—Yen 6,829,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.  
Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.  
Hongkong, September 6th, 1921. [38]

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

(DIRECT.)

"DARDANUS" 31st DEC. London, Rotterdam & Hamburg.  
"PATROCLUS" 8th JAN. Marseilles, London & Rotterdam.  
"MENECLAUS" 11th JAN. London, Rotterdam & Hamburg.  
"LAOMEDON" 22nd JAN. Amsterdam, London & Antwerp.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS.)

"DIOMED" 10th JAN. Marseilles, Havre, Liverpool & Glasgow.  
"TITAN" 10th JAN. Genoa, Marseilles, Liverpool & Glasgow.  
"CYCLOPS" 1st FEB. Marseilles, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA.)

"PHILCOTTES" 4th JAN. Victoria, Seattle & Vancouver.  
"TYNDAREUS" 28th JAN. Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA.)

"PELLEUS" 16th JAN. via Suez and Boston.  
"HYSON" 5th FEB. via Suez and Boston.

## PASSENGER SERVICE

"MENTOR" 7th JAN. for Shanghai.  
"PATROCLUS" 5th JAN. for Singapore, Marseilles & London.  
"MENTOR" 4th FEB. for Singapore & London.  
"TEIRENAS" 18th MAR. for Singapore & London.  
"BARPEDON" 22nd APRIL for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(John Butcher & Sons, Ltd.)

AGENTS.

## ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL—U.S. \$4,000,000

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.